

# Scale AVIATION Modeller International

SAM PUBLICATIONS

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## Flyboys!

Modelling Lafayette  
Escadrille

**FREE  
INSIDE**



Part 3  
16 page  
guide

**Squadron**

**NEWS SPECIAL**  
**Nuremburg**  
**Toy Fair 2007**

**SPECIAL REVIEW**  
**1/32 Roden**  
**RAF S.E.5a**

**NEW SERIES**  
**Scaling Down:**  
**Building in 1/144**

- Luftwaffe's 'Lysander'
- Maritime Halifax
- Dornier Do X • Dutch Sea Hawk

**Modelkraft 2007**  
**Milton Keynes Show**

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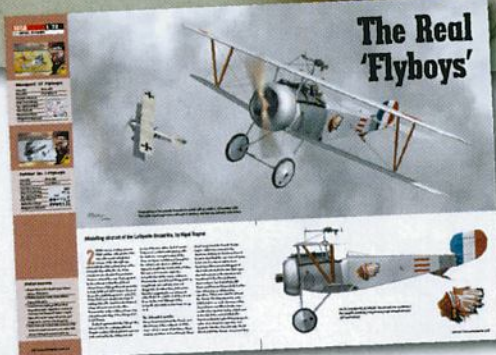
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**The Real 'Flyboys'**

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Part Two of a series on 1/144 modelling



**T**his month the majority of the news has been generated by the Nuremberg Toy Fair, and consequently we recommend our extended report for a full look at some of the very exciting plans provided by those manufacturers who attended. *SAMI* is pleased to report that most of our wishes are going to come true — eventually — and even though we may have some time to wait before all the promised new toolings arrive at least this will give us time to clear our workbenches of all those giant vacforms we started with the best of intentions.

Of course Nuremberg is not the only thing that has happened this month. A mass of new releases has made January a busy time for us all, so many that this month's 'At a Glance' warrants particular attention. Of note is the arrival of the first of Revell's 1/32 'British Classics' reissues, and we hope to be taking a closer look at these in our next issue.

In the meantime, there are still plenty of reasons to stick Gannets on the News pages, as Eastern Express's latest reissue of the FROG kit and Classic Airframes' announced toolings will bear out.

Onwards!

## MONTHLY PRIZE DRAW

### Subscribers' Monthly Prize Draw January

- Mr Thomas, UK – Paint
- Mr Mason, UK – Paint
- Mr Edwards, UK – Paint
- Mr Blomberg, Sweden – Paint
- Mr Raby, Germany – Paint

Entry to the monthly prize draw is FREE to all subscribers.

## Signals at Go!

### SQUADRON

This month we include Part 3 of our new 12-part *World of Flight Aircraft Guide* giveaway, sponsored by Squadron MMD. This month's Guide is devoted to that perennial favourite of modellers, the North American Mustang.

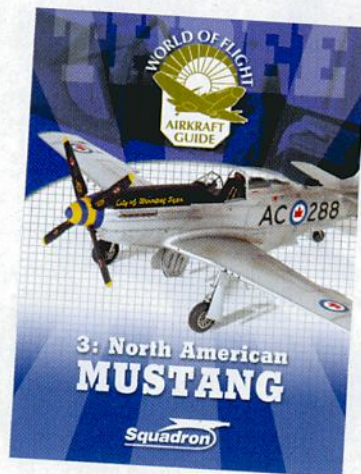
The *Guide* has been compiled in conjunction with our readers' survey, and is intended as a guide to modelling the top 12 most popular aircraft types as voted by yourselves. Taking the form of a digest of currently available kits and accessories, and illustrated not only with samples of merchandise, but also one of a series of

**Squadron**

specially commissioned features by modellers from 12 different nations, the *Guide* constitutes a distillation of all the best from *SAMI*'s review pages with respect to the aircraft concerned.

Aimed at model builders, rather than collectors, each part will help the modeller to identify what is current in the marketplace, and given their association with all the best products around, across the whole spectrum of the hobby, we can't think of a better sponsor than Squadron with which to have it linked. ■

**Free next month – Part 4: Avro Lancaster**

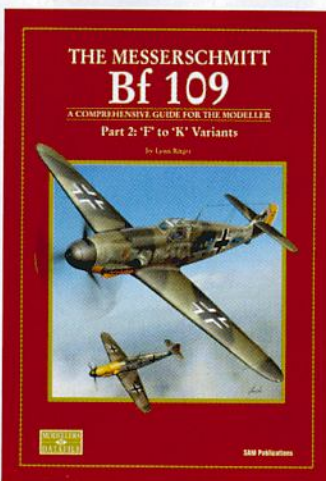


## Gustav Lines

### DATAFILE 10

Noted author Lynn Ritger has provided an update on the progress of Datafile 10 – the second book on the Me 109 – covering the F-K variants. Here's a rundown of what you can expect:

- Many different kit reviews and build-ups from 1/18 to 1/144;
- A comprehensive list of every late 109 model, decal sheets, and aftermarket accessories;
- An expanded technical details section, with numerous manual extracts including internal arrangement photos of the G-8, and photos of the cockpit pressurisation equipment in the G-1;
- Expanded walkarounds, including a detailed look at the NASM's G-6;



- Explanations including drawings on variant differences;
- All Finnish, Swiss, and known Italian late 109s will be listed in tables. Lynn is attempting to collate data on Rumanian and Hungarian 109s currently, and has thorough data on Slovakian, Bulgarian, Spanish, and Croatian machines as well;
- Detailed Reichs Defence history, with many day-by-day unit matchups;
- Lots of excellent colour profiles from John Fox.

Datafile 10 looks set to be a very, very thorough book aimed specifically at modellers which should also satisfy hardcore historians and. We are confident it will prove a worthy companion to the first volume. ■

## Big Day Out

### YEOVILTON SHOW

Saturday 10 February saw a big turn out for what must surely be one of the most exciting model shows of the year. Mingling with all the Fleet Air Arm's finest were club stands, traders, and a healthy number of visitors who were able to enjoy not only the model show, but one of the finest collections of aircraft in the world (OK, so someone here has a fondness for tailhooks, but even leaving out personal prejudice it's a pretty good display!), arranged in the



unique and imaginative surroundings of the museum. Add to this the ambience of one of the country's biggest air bases and you have yourself a pretty spectacular day out.

*SAMI* was there, right under the nose of the Fulmar in the WWII hall, and Deputy Editor Gary Hatcher was able to avail himself of some unrivalled opportunities to note how inaccurate were the scratchbuilt wheel wells he had previously added to his SMER 1/72 model.

Readers are reminded that the show is

a bi-annual event, so we hope to see you there in the autumn. Thanks meanwhile to the FAA Museum staff for all their help and assistance on the day. ■





## Grand Designs

### ANIGRAND

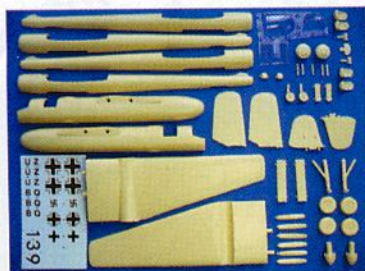
Fascinating news this month from Anigrand is the imminent release of their 1/144 scale Daimler-Benz Project B, due in February. This astonishing machine — kitted previously in 1/72 by Toad Resins, will probably benefit from being cut down to size!



point in the British Isles. Power would be supplied by the Junkers Jumo 9-222 or the Daimler-Benz DB-9-604, both of which were under development. The contract was issued to Arado, Dornier, Junkers and Focke-Wulf. Arado submitted the E.340 design which had already reached the mock-up stage. The layout featured a central gondola and two separate tailbooms, in order to guarantee the rear gunner an unobstructed field of fire. However, this revolutionary design was rejected by the RLM and the design was dropped from the development program.

The other three designs proffered in response to the project were the Dornier Do 317, the Junkers Ju 288 and the Focke-Wulf Fw

191, all of which had reached the prototype stage and were flight tested. Eventually the RLM decided to cancel the programme, due to the lack of the intended Jumo powerplant. ■



In the meantime, this month's lecture on X-Planes concerns their newly released 1/72 Arado Ar E340 B-Bomber (#7270/£39.99):

In 1939, the office of the RLM launched the Bomber-B program for a new type of medium bomber capable of carrying a 4,000kg bomb load to any



## England Swings like a Dornier Do

### CLASSIC AIRFRAME

News of forthcoming items appearing on the Classic Airframes website has been warmly received. Gannets and Dorniers are the next new lines to appear:

- #4114 Dornier Do 17 Family, available from April 2007.
- #4134 Messerschmitt Bf 109D 'Mölders'. Includes markings for Mölders, Hardrick, early Swiss, late Swiss and Hungarian Doras.
- #4135 Fairey Gannet ASW — Coming Soon!



- #4136 Fairey Gannet AEW — Coming Soon!

Needless to say we will be keeping an eye out for news of these releases. ■



## Elliptical Tips

### HIPM

One item seen lurking on a stand at Nuremberg was a test shot of HIPM's 1/48 Heinkel He 70 (#4812/TBA). The custodian of the stand staunchly remained impervious to all our reporter's indiscrete hints, and we failed to lift a sample. Despite this we were able to poke around in the sprues and can confirm the kit will be a treat for Luftwaffe fans when it arrives. ■



## At a Glance

### NEW IN JANUARY

|                    |        |      |                                      |        |
|--------------------|--------|------|--------------------------------------|--------|
| Anigrand Craftwork | #7270  | 1/72 | Arado Ar. E.340                      | £39.99 |
| Azur               | #7267  | 1/72 | Baltimore Mk V 1/18 Picardie         | £17.70 |
| Bronco Models      | #35014 | 1/35 | Piper L-4H Cub 'Grasshopper'         | £22.50 |
| Czech Omega Models | #72290 | 1/72 | SAI FBA Schreck type H float plane   | £42.00 |
| Czech Omega Models | #48009 | 1/48 | Hansa Brandenburg CC.1 flying boat   | £57.30 |
| Czech Omega Models | #72178 | 1/72 | Fokker C.VB                          | £38.40 |
| Czech Omega Models | #72191 | 1/72 | Fokker S.II                          | £34.50 |
| Czech Omega Models | #72265 | 1/72 | Mikoyan Ye-5                         | £45.99 |
| Czech Omega Models | #72286 | 1/72 | Avro 626 float plane                 | £38.40 |
| Czechmaster        | #1145  | 1/72 | Boulton Paul P.111/P.111A            | £28.80 |
| Czechmaster        | #1169  | 1/72 | Spitfire LF Mk XVII Low Back version | £26.99 |



|                        |          |      |                                  |        |
|------------------------|----------|------|----------------------------------|--------|
| Eastern Express        | #72225 2 | 1/72 | de Havilland Sea Venom FAW.21/52 | £5.99  |
| Eastern Express        | #72266   | 1/72 | Fairey Gannet Mk I               | £4.99  |
| Eastern Express        | #96004   | 1/96 | Avro Lancaster Mk I              | £6.99  |
| Eduard                 | #8165    | 1/48 | Il-2 Stormovik                   | £27.75 |
| Eduard                 | #8173    | 1/48 | Focke Wulf Fw 190A-8             | £21.60 |
| Eduard                 | #8174    | 1/48 | Focke Wulf Fw 190A-5             | £21.60 |
| FM/Fonderie Miniatures | #6055    | 1/48 | Henschel Hs 126                  | £35.50 |



|          |        |      |                                         |        |
|----------|--------|------|-----------------------------------------|--------|
| Hasegawa | #00828 | 1/72 | EA-6B Prowler 'Colourful CAG aircraft'  | £15.99 |
| Hasegawa | #00829 | 1/72 | F/A-18E Super Hornet 'Low Visibility'   | £13.99 |
| Hasegawa | #00830 | 1/72 | Ju 88G-1 Nightfighter                   | £19.99 |
| Hasegawa | #08169 | 1/32 | Fw 190A-5 'Priller'                     | £25.99 |
| Hasegawa | #08170 | 1/32 | Bf 109G-4 'JG-27'                       | £23.99 |
| Hasegawa | #09715 | 1/48 | P-40 Kittyhawk Mk.III                   | £15.99 |
| Hasegawa | #09720 | 1/48 | Fw 190A-4/F-1 'Tunisia'                 | £16.99 |
| Hasegawa | #09721 | 1/48 | Mitsubishi F-1 'GSQ ACM Special Scheme' | £19.99 |
| Hasegawa | #09722 | 1/48 | Spitfire Mk.IX 'Nose Art'               | £16.99 |



|            |        |      |                                      |        |
|------------|--------|------|--------------------------------------|--------|
| Hobby Boss | #80209 | 1/72 | Curtiss P-40B/C Hawk 81 'Easy Build' | £3.99  |
| Hobby Boss | #80315 | 1/48 | Dassault Mirage IIIC                 | £12.99 |
| Hobby Boss | #80316 | 1/48 | Dassault Mirage IIICJ                | £12.99 |



|          |       |      |                         |        |
|----------|-------|------|-------------------------|--------|
| HR Model | #7351 | 1/72 | Gloster Gauntlet Mk II  | £17.60 |
| HR Model | #7358 | 1/72 | Phonix C.I.             | £16.80 |
| HR Model | #7360 | 1/72 | Avia B-534/IV Bulgaria  | £19.10 |
| HR Model | #7361 | 1/72 | Avia B-534/IV Slovakia  | £19.10 |
| HR Model | #7362 | 1/72 | Avia B-534/IV Luftwaffe | £19.10 |
| HR Model | #7364 | 1/72 | Avro 552 'Twin Float'   | £19.10 |

...continued over



## At a Glance

continued...

|       |          |      |                           |        |
|-------|----------|------|---------------------------|--------|
| CM    | #48103   | 1/48 | Messerschmitt Bf 109F-4   | £13.99 |
| JMGT  | JMGTSPAD | 1/48 | Spad XII C1               | £44.60 |
| Kopro | #3175    | 1/72 | MiG-21MF Vietnam War      | £4.80  |
| Kopro | #3178    | 1/72 | MiG-19 Farmer Vietnam War | £4.80  |



|       |       |      |                             |         |
|-------|-------|------|-----------------------------|---------|
| IKora | #7274 | 1/72 | WM-16 Budapest 14           | £35.99  |
| Kora  | #7283 | 1/72 | PB2Y-2 Coronado             | £103.25 |
| Kora  | #7284 | 1/72 | Blackburn R.29 Ripon IIF    | £59.60  |
| Kora  | #7285 | 1/72 | Weiss-Manfred WM-21B Solyom | £35.99  |
| Kora  | #7287 | 1/72 | Blackburn Baffin            | £59.60  |
| Kora  | #7290 | 1/72 | ASJA J6B skis               | £35.99  |
| Kora  | #7291 | 1/72 | ASJA J6B wheels             | £35.99  |



|                   |        |      |                                      |        |
|-------------------|--------|------|--------------------------------------|--------|
| Legato            | #4828  | 1/48 | Avia B-534 Series IV                 | £42.50 |
| LF Models         | #7282  | 1/72 | Bf 109V-13 1937 Speed Record Breaker | £32.40 |
| Mach 2            | #7237  | 1/72 | A2D-1 Skyshark                       | £22.30 |
| Maquette          | #3114  | 1/72 | Me 163 Komet                         | £4.99  |
| Mini Hobby Models | #80201 | 1/72 | SR-71A Blackbird                     | £10.95 |
| MPM               | #48060 | 1/48 | Heinkel He 177A-5 Hi-Tech version    | £64.25 |
| MPM               | #72529 | 1/72 | Focke-Wulf Fw 189A-2 'Night Fighter' | £12.85 |



|                |          |      |                                         |        |
|----------------|----------|------|-----------------------------------------|--------|
| Planet Models  | PLA15072 | 1/72 | Ki-57 'Topsy'                           | £42.85 |
| Planet Models  | PLA18148 | 1/48 | Letov S.528. Decals CLH & Luftwaffe     | £33.30 |
| Planet Models  | PLA19072 | 1/72 | Messerschmitt Me P.1100A Schnell Bomber | £30.35 |
| Planet Models  | PLA19148 | 1/48 | Scott Viking British pre-WWII glider    | £17.85 |
| Planet Models  | PLA19272 | 1/72 | Heinkel P.1078C German All-Wing Fighter | £23.20 |
| Proteus Models | #004C    | 1/72 | Convair CV-580                          | £72.10 |



|        |       |       |                                       |        |
|--------|-------|-------|---------------------------------------|--------|
| Revell | #4020 | 1/144 | SA 330 Puma                           | £3.99  |
| Revell | #4176 | 1/72  | Hawker Tempest Mk V                   | £3.50  |
| Revell | #4253 | 1/32  | LS8a/18 Glider                        | £12.99 |
| Revell | #4307 | 1/72  | B-18 Lancer                           | £19.99 |
| Revell | #4329 | 1/72  | Breguet Atlantic 1 MFG3 'Anniversary' | £19.99 |
| Revell | #4349 | 1/72  | BAe Harrier GR.5                      | £7.99  |



|        |       |      |                                 |        |
|--------|-------|------|---------------------------------|--------|
| Revell | #4351 | 1/72 | Sepecat Jaguar GR.1             | £7.99  |
| Revell | #4415 | 1/72 | AH-1W Super Cobra               | £6.99  |
| Revell | #4439 | 1/72 | Westland Wessex HAS3 Royal Navy | £8.99  |
| Revell | #4710 | 1/32 | Westland Lysander Mk I/III      | £14.99 |
| Revell | #4756 | 1/32 | Bristol Beaufighter Mk I        | £16.99 |
| Revell | #4780 | 1/32 | Supermarine Seafire Mk 1B       | £14.99 |
| Revell | #4784 | 1/32 | Grumman Martlet Mk V            | £14.99 |



|               |         |       |                                    |        |
|---------------|---------|-------|------------------------------------|--------|
| TRVHP         | #7172   | 1/72  | Beechcraft RC-12K                  | £45.99 |
| RVHP          | #7173   | 1/72  | Beechcraft RC-12N                  | £45.99 |
| RVHP          | #7174   | 1/72  | Beechcraft RC-12P                  | £45.99 |
| Special Hobby | #72135  | 1/72  | Reggiane Re-2003 'First Prototype' | £12.85 |
| Sram          | #54D    | 1/144 | Caproni Ca-33                      | £26.80 |
| amiya         | #60775  | 1/72  | Vought F4U-1A Corsair              | £12.99 |
| Trumpeter     | #02832  | 1/48  | F9F-2 Panther US Navy              | £18.99 |
| Trumpeter     | #02833  | 1/48  | F9F-2P Panther US Navy             | £18.99 |
| Unicraft      | #48001  | 1/48  | Boeing X-36 UAV                    | £24.99 |
| Zvezda        | #7269 0 | 1/72  | Junkers Ju 88G-6                   | £11.50 |

## NEW IN JANUARY



## Avias Flew

### LEGATO

With 1/32 releases exciting enormous interest, the scale is currently enjoying the same kind of upswing as 1/144. The latest resin kit from Legato in the scale is the Avia B.35.1 (#3201/£72.9). In 1/48 they have an Avia B-534 Series IV (#4828/£42.50), while in the pipeline some Spitfires in the same scale will no doubt be of interest to many:

- Spitfire Pr.IX (#4801/ETBA)
- Spitfire Pr.X/XI (#4802/ETBA)
- Spitfire Mk IX UTI two-seat Russian aircraft (#4803/ETBA) ■



## Warrants Out

### IWATA

The Airbrush Company have extended the UK warranty on Iwata airbrushes to 10 years. This reflects their confidence in the quality of their products. The main reason behind this initiative is that there are now far too many copies of Iwata airbrushes available which are not



anywhere near the same quality. Likewise, they say, dealers have been passing off the copies on the back of Iwata's good brand name, and the Airbrush Company point out these dealers will not provide the same level of technical backup that they do, so always make sure you know what you are buying. ■



## Thunderbolt Wine

### VINTAGE FIGHTER SERIES

VFS advise us that their 1/24 P-47D Thunderbolt is delayed while they iron out



some imperfections. Those who saw it at Telford will be aware how impressive the built-up model looks. In the meantime, VFS have sent us profiles of the colour options to whet your appetite. ■



**T**his year's *Spielwarenmesse* in Nuremberg was even bigger and better attended than ever, and for the plastic modeller represented the annual opportunity to be astounded, thrilled, and persuaded to believe that all our dreams will come true. Lists have been doing the rounds — some of them optimistic — but our intention here is to present instead such items as we have been able to either verify, or those we yearn to be true to such an extent that self-deception has gained the upper hand...

The Nuremberg Toy Fair is a vast entity, and one that entirely consumes the city for a week or so every year. Every hotel is booked for miles around, the streets are filled with frenetic toy manufacturers, and *Dora the Explorer* is available throughout the 12 huge halls of the complex in every conceivable format and language known to mankind. Our own little section of this enormous event is confined to Halls 7 and 7a, wherein the plastic modelling fraternity are obliged to seek each other out in the company of diecast collectors, radio-controlled aircraft and slot cars. All — except Revell Germany who have a permanent stand in Hall 12, bigger than most of our houses — were located within easy distance of the press room, wherein polite ladies replenished endless flasks of coffee and plates of little cakes for the voracious newshounds. It was here that Deputy Editor Gary Hatcher planted his flag for the duration, and fuelled by *Kaffee und Kuchen* endeavoured to delegate as much of the hard work as possible to his colleagues while amassing a pile of magnificent samples in a collection of lockers, jealously guarded over the four days of his tenure.

There were many wonderful items on display, and many, many superb models to view, but most satisfying of all about Nuremberg is the journey of discovery it represents. Here are a few of the most interesting discoveries that this year's poke under the rocks has stirred up. Readers are advised that while some of the lists appended will be set in stone, in many cases they will be subject to change and revision, and consequently should be regarded largely as a rough guide as to what we *might* expect in the coming months.

# Nuremberg Toy Fair 2007

## Make it Snappy

### POCKETBOND

UK distributors of quality product Pocketbond were present with a big display not only of the various ranges they are importing, but also their own in-house productions, of which Emhar will be the most familiar to readers here.



One new product line that was of particular note was the Pegasus Models range of snap-together 1/48 kits. Usually the words 'snap-together' sound a warning bell, but these kits are something else entirely. Made up test shots were on display of the Zero, the Hurricane and the Me 109. The Hurricane, we were told, has 24 parts and looks positively sophisticated. The kind of compromises one associates with



snapping things together were nowhere apparent, and the 'plug-in' undercarriage looks particularly handy for those with transportation and storage problems...or cats. These 'E-Z Snap2 Kits' are yet another step in the direction of



encouraging those younger or less-experienced modellers to stick with the hobby. ■

## A 'Russian Lanc'

### ZVEZDA

Last (alphabetically) but not least in our trek around Halls 7 and 7a were Zvezda, whose occasional aircraft releases filter into the office in a timely fashion and are always of interest. Future releases will be even more so, as there are a couple of new toolings in the works that caused eyebrows to raise



when our intrepid reporters were informed of their coming. Firstly, the Tu-154M in 1/144 will be a worthy follow up to last year's Il-86. Secondly — and this caused *MAM* Editor Neil Robinson to come out in a hot flush — the Petlyakov Pe-8 four-engined bomber, the 'Russian Lancaster', which will be out this year and will no doubt cause a stir. Now, about that Russian Catalina... ■

## 'Fat Albert' In Action

### SQUADRON/SIGNAL

Squadron MMD were present with a display of books and a nicely made up B-17 cutaway showing the True Details set in situ.

Those splendid readers who assisted the Deputy Editor in his quest for a 1/144 C-5 Galaxy will be pleased to know that thanks to the Squadron 'In Action' book on the machine (see p.290), he might not make quite such a pig's ear of it as you would suppose,



although as the fool wants to paint the thing in European One camouflage, he may have to invest in quite a lot of Blu-Tack first. ■





# Airfix Revival

## AIRFIX

That section of the Hornby stand occupied by the ongoing Airfix story was exciting a degree of interest, largely thanks to the mock-up of the Falklands War Commemorative Set artwork. This, we were advised, will hopefully contain a Pucara among others, and the burning question — which none present could answer — was whose tooling it was going to be? We suspect the Special Hobby kit, as we know of no other, but



watch this space.

Sharp-eyed knowledgeable readers will also spot the deliberate mistake on the mock-up of the artwork. This will not appear on the final product, but was simply employed at short notice to get the display ready for the show.

Also present was a selection of the 1/100 pre-painted kits of Doyusha origin. These *Gashapon* will — we hope — help lure the youth of the nation away from Nintendo's and car theft and get them back to the modelling benches where they may study the gentle arts



alongside their revered fathers.

While a number of releases are still under deliberation, these are mostly reissues. New owners Hornby also have

a number of boxed sets in the pipeline and those Nimrods and Canberras are still promised.

The 1/100 pre-painted mini kits range includes the following:

- Grumman F-14 Tomcat (4 versions)
- Lockheed F-117A Nighthawk (4 versions)
- Messerschmitt Bf 109F (4 versions)
- North American P-51D Mustang (4 versions)
- Supermarine Spitfire Vb (4 versions) ■



# Twin Sets and Tomcats

## DRAGON

Centre stage on the Dragon stand was the new 1/32 P-51 Mustang. This spectacular box of plastic looks every bit as exciting as we had been expecting, and despite some nit-picking in digital quarters, there was a degree of emotion in the office when the sample arrived and the Deputy Editor was obliged to send it out to a member of the review team. Dragon's display was largely focussed on their 1/35 armour, but among the things with wings was the neat 1/144 Jolly Rogers set previewed elsewhere in this issue. Both the A-10 and the Grumman EA-6B twin sets will be available soon, and Dragon's continuing releases and reissues in 1/144 goes further to underline the growing popularity of the scale.



### 1/144

- BAe Harrier GR.7 (RAF) and GR.9 (RN)
- Boeing F/A-18F tanker set
- Fairchild-Republic A-10A twin pack
- Grumman A-6E 'Gulf War'
- Grumman EA-6B Prowler VAQ-140 'Patriots'
- Grumman KA-6 Intruder and F-14A Tomcat



- Grumman F-14A Tomcat VF-154 twin pack
- Lockheed F-117A 'Farewell'
- McDONNELL AV-8B twin pack
- Rockwell B-1B Lancer
- Sikorsky SH-60B twin pack
- Sikorsky SH-60F and SH-60I 'VIP'
- USN Memorial Flight: F-14A and F/A-18F VF-103

### 1/72

- Dornier Do 335B-4
- Heinkel He 219B-1
- Horton Ho 229 with interior
- Kawasaki Ki 100a Type 5
- Lockheed P-38J 'Droop Snoot' ■



# AZ's Latest

## AZ

This is a range with which readers — unless they subscribe to *ModelFan* — will be unfamiliar. AZ is another one of the currently ubiquitous Czech producers whose output has been both astonishing and delighting us in recent years. UK importers for the kits are Hannants, and we look forward to presenting readers with more information and details of the kits in the not too distant future.



Those samples we saw were nicely moulded injected plastic kits, not unlike MPM's to look at, and come with resin and etched parts.

Releases to look out for so far include:

### 1/72

- 72003 Reggiane Re.2003 £12.99



- 72004 Breguet Bre14A2 France £18.40
  - 72005 Breguet Bre14A2 £18.40
  - 72006 Breguet Bre14B France £18.40
  - 72007 Breguet Bre14A2/B £18.40
- ### 1/48
- 48001 Avia B.35.2 1939 Czech and Luftwaffe
  - 48002 Avia B.35.2 1940 Luftwaffe
  - 48003 Spitfire PR.XI £24.20 ■



## Big Jug from Hasegawa

### HASEGAWA

Hasegawa's impressive and not inconsiderable stand provided a fascinating display of beautifully built kits. On the new toolings front, things are a little sparser, with the 1/32 P-47D Thunderbolt being the most exciting prospect for 2007. In 1/48 a couple of



vehicle kits are due for release, both designed to complement your aircraft models, and these are a 'Follow Me' Jeep and a BMW 327 car, which latter is to appear in a single boxing with a reissue of the Focke-Wulf Fw 190A-5.

These aside, there will be plenty of re-boxings and new colour schemes, and one limited-edition to look out for will be the double kit of the Mitsubishi Karigane Type I communication aeroplane.

The Deputy Editor's cake consumption was suspended on the Friday when someone hinted to him that a newly-tooled Lightning F.6 was in the pipeline from Hasegawa. Pausing only to hide a large strudel in one of his lockers, he descended to the exhibition floor in a



## Toucans, Merlins and Nighthawks

### ITALERI

Italeri, needless to say, were present with an impressive display of recent releases built up in cabinets — including that giant Torpedo Boat at which so many hitherto dedicated aircraft modellers are casting a covetous eye.

While there are a number of interesting looking re-boxings in the pipeline, including in 1/72 a Ju 52/3m Toucan, a VH-7 'Marine One' version of the Merlin, and a Stars 'n' Stripes



Merlin HM.1 (#2665), which has already been the subject of a number of polite requests from members of the SAMI review team.

Also of note is the announcement of superdetail sets for a couple of the 1/48 kits. Two appear in the 2007 catalogue, although specific details are not given. Items due so far are #26001 for the A-10, and #26002, for the CH-47 Chinook.

Some of the recent 1/35 vehicle releases have featured resin or brass details of late, so it will be interesting to see how far along this path Italeri decide to go. ■

F-117A, there are two projects in particular that were worthy of specific note, these being the 1/72 SM.82 Marsupiale (#1270) and the 1/48



## Bucc (and much more) from CMR

### CMR

SAMI encountered Petr Buchar at the Eduard stand. Eduard were kindly playing host to CMR's Buccaneers for the duration of the show, and we were pleased to see a finished copy of the S.2 on display. The kit will be on sale in February, and a look under the lid of a test sample revealed 160 or so pieces, including a staggering array of weaponry. Further variants are planned, among them a Gulf War issue, which will round off the series in big style. Look forward to the decal sheet with this! If CMR's current form is anything to go by we can expect a generous helping of Whiskies with this kit.



CMR's prodigious output is worthy of note, the more so as the items announced have a habit of suddenly appearing in the marketplace several at a time. Forthcoming releases promised at the moment include the following, and for regular updates we recommend the new CMR website at [www.cmrmodels.co.uk](http://www.cmrmodels.co.uk) where the entire range can be viewed at leisure.

- 142 Blackburn Buccaneer S.1
- 146 Bristol Sycamore HR.14/Mk 52
- 149 Fokker C.VE Finnish version

- 151 Douglas Dolphin
- 158 Blackburn Firebrand TF.5
- 161 Boulton Paul P.120
- 162 Long Midget Mustang Racer
- 163 Avro York C.2
- 165 Buccaneer S.2/2C/2D Royal Navy
- 166 De Havilland Vampire F.1
- 167 De Havilland Vampire F.30/FB.31
- 171 Cessna 150
- 173 Piper PA-18/L-18 Super Cub
- 174 MD 900 Explorer helicopter
- 175 Spitfire IX Early
- 176 Spitfire TR.9
- 177 Spitfire IXe/XVle Foreign Service
- 178 Spitfire VII/HE.VII
- G29 Laister-Kaufman TG-4 glider
- G30 Pratt & Read LNE-1 glider
- 5016 Albatros C.III
- 5060 Mitsubishi K3M3 Pine
- 5071 MD Explorer helicopter
- 5073 Republic RC-3 Sea Bee
- 5074 Payen Pa 49B Katy
- 5082 Pfalz Dr.I ■



## Luftwaffe 50th Anniversary

### MODELLFAN

SAMI was pleased to encounter our *Deutscher geschwestern* from ModellFan magazine, which generic German modelling title has recently released a special supplement of immense interest to modellers of the post war Luftwaffe. The book — a Luftwaffe 50th anniversary special entitled 50 Jahre - Die Luftfahrzeuge der Luftwaffe —



comprises a mixture of modelling articles, profiles, and historical pieces, and is available from ModellFan for around 25 Euros.

The piece on the Revell Airbus A310MRT proved so riveting that Deputy Editor Hatcher failed to observe the catering staff putting out trays of chocolate croissants next to the coffee jugs, and was subsequently obliged to send a minion out to buy him a *Ballisto* from the kiosk to compensate. ■



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# Eduard Ecstasy

## EDUARD

Eduard were, as we expected, one of the big events of the show, and the test shots of the Bf 110 proved so exciting that suave (and slimline) *MAM* Editor Neil Robinson had to be physically restrained from licking them. The kit will appear in the third quarter, with the Bf 110D in the first boxing, and the



IPMS-USA Nationals as the target for release. There will be a Royal Class edition based on the Bf 110, and this is expected towards the end of the year.

The '110 is designed in a style consistent with the Fw 190, although it lacks detailed engines and the cowlings remain closed. The kit's highlights start with the nose area, and the design enables the opening of the nose gun hatch. The weapon installation is complete, and comprehensive, with all four machine guns, both cannon, and associated equipment represented. The interior has more than 80 parts and looks impressive, while the canopy features open and closed parts and occupies two full transparent sprues.

Also present in test shot form was the Avia B-534 — an aircraft close to Czech hearts. Eduard's supremo, Vladimir Sulc, was good enough to allow us not only to handle the resin masters for the Bf 110, but also permitted a good rummage through the Avia's sprues. An awful lot of parts have gone into this project, and while the machine is not widely known outside the Czech Republic, by all



accounts advance subscription sales have assured the success of the project.

The Christmas period will see the arrival of the 1/48 F6F Hellcat. Two main versions will be released in succession, the F6F-3 and the F6F-5, with a Royal Class boxing slated for 2008. Compared to their more recent efforts, Eduard claim the Hellcat will be relatively simple. Folded wing options and open gun bays were considered and rejected, but we are assured that cockpit detail will be second to none, and, in keeping with Eduard's engineering philosophy, each kit will have version-specific wings and fuselage.

A number of smaller projects are planned, such as the 1/48 SPAD XIII,



and Fokker E.III and Dr.I, as well as many Limited Edition and Weekend kits. The SPAD will be released late this year, but the E.III is looking like a 2008 release. Eduard describe the Dr.I as one of the most important projects that they have on the go, incorporating all the engineering and production subtleties



that they have developed over the years. It is thus being given priority over all other WWI projects, and will hopefully be finished immediately after the 1/48 Hellcat.

The Weekend line will continue with some more releases immediately after the New Year, including the Mirage IIICJ and Mirage IIIC boxings, which will be released in March and April. Other Weekend kits should include the Roland C.II, Nieuport 16, Fokker D.VII and Albatros D.V.



Several projects are underway for 2008, including the long-awaited 1/72 MiG-15. This project has been delayed due to the unwitting use of some incorrect drawings whose inaccuracies only became apparent at an advanced stage in the kit's development. Happily this project has now been resuscitated and is looking like a mid-2008 release.

Proceeding apace are two new projects initiated in late 2006. The first one is a Bf 109E in 1/32 scale. This kit follows the Fw 190 style, with complete engine and fuselage weapons under open hatches and access panels. The engine will be extremely detailed, as will the cockpit interior with plenty of etched parts employed. The entire Bf 109E family is in the works, with E-1, E-3, E-4 and E-7 versions planned, including all tropical and bomber sub-variants.

The 1/48 MiG-21 family is a project running parallel with the Bf 109E. This is the most ambitious Eduard project yet

in the planning stage, and the design phase should be completed in late summer 2007. Eduard plan to do the second and third generation aircraft, which means we can expect a MiG-21PF and PFM with their sub-variants from the second generation, and the MiG-21MF, bis, SMT and R, and their sub-variants from the third generation. It is also possible that a first generation MiG-21F will appear as well.

The F6F Hellcat in 1/72 is another planned item for 2008, and we look forward to seeing how much detail Eduard are able to cram into the machine in this scale, while the projected 1/48 Caproni Ca.3 promises to be an exceptional treat for WWI fans. This may even appear in a Royal Class boxing, but is far enough in the future at the moment for this to be a speculation too far.

All this and the monthly infusion of etched brass! We assume there will be little time for sleep at Eduard in the coming months. An approximate plan of their 2007 releases is listed below.

### 1/144

- Messerschmitt Me 262B Dual Combo
- Messerschmitt Me 262A Dual Combo

### 1/72

- SPAD XIII Early version Dual Combo
- Nieuport Ni.17

### 1/48

- Messerschmitt Bf 110C
- Messerschmitt Bf 110D



- Messerschmitt Bf 110E
- Roland C.II Weekend Series
- Nieuport Ni.16 Weekend Series
- Avia B-534 Serie III
- Avia B-534 Serie IV Czech Air Force
- Avia B-534 Serie IV Hungarian Air Force



- Grumman F6F-3 Hellcat
- Grumman F6F-5 Hellcat
- Focke-Wulf Fw 190A-6
- Focke-Wulf Fw 190A-9
- Focke-Wulf Fw 190A-8 Royal Class
- Polikarpov I-16 Type 10 In Spanish Service
- Polikarpov I-16 Type 17
- Polikarpov I-16 Type 18
- SPAD XIII (Early)
- SPAD XIII (Late) ■

## F4Us for You

### TAMIYA

Who put that giant room full of tanks there! Actually it was the Tamiya stand, in which the special focus was on their current range of 1/48 armour. Your reporters became briefly confused by the 1/48 Henschel Hs 123 flying over one of the AFV dioramas, as it seemed to have some features alien to previous kits of this type. It was, of course, the Italeri tooling which Tamiya have released in Japan with the addition of a pilot. This model seemed to have been slightly retooled for the Japanese market, but the boxing is unavailable in the UK.

Aside from made up examples of the 1/72 Corsairs featured in this month's Previews, there was little new of interest to the aviation-minded, although the quality of the armour models on display was sufficient in itself to make the stand well worth a visit. ■





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**MORANE I WWI MONOPLANE** RAE72210 £3.99



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**FAIREY GANNET AS MK.1 (F228)** RAE72266 £4.99



**ME-163** RMQ3114 £4.99



**ILYA MUROMETS WWI BOMBER** RMQ7201 £9.99



**WESTLAND WALLACE PV. 6 (F167)** RMQ7260 £6.99



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# You're So Boss!

## HOBBY BOSS

Readers assuming that Hobby Boss kits are all 1/72 easy-fit instant masterpieces are reminded of the 1/48 Mirages now available in the UK. These include the Mirage IIIC and IIICJ. Kits are injection-moulded, and a look through the sprues at the Hobby Boss stand confirms they are superb. Also worth mentioning is the



range of regular kits being released in 1/72. Those coded 80XXX are easy-kit releases. Those coded 87XXX are regular kits with sprues.

The Hobby Boss catalogue is a



startling document, and features such an enormous array of impending kits that it is hard to know where to begin reporting it. Both 1/72 and 1/48 boast an impressive span of kits described as 'new' and 'coming soon' including a number of A-7 Corsairs in the smaller scale. Test shots of the A-7K two-seater were present on the stand, likewise those for an F4F-3 Wildcat in 1/48.

The next kits to be released will be the 1/48 A-10s which were present in built-up form, and look very impressive indeed, but perhaps the biggest eye-

opener from this source is the promise — or is that threat? — of a 1/18 Dauntless. This is offered in the catalogue as both an SBD-1/2 and an SBD-3/A-24A.

Hobby Boss say they plan to release four kits per month, and the contents of the catalogue certainly seem to allow for such an output. We look forward with interest to seeing what happens next, but in the meantime the following new toolings in 1/48 should be available by late February.

- 80315 Dassault Mirage IIIC
- 80316 Dassault Mirage IIICJ
- 80323 Fairchild-Republic A-10



Thunderbolt II

- 80324 N/AW A-10 Thunderbolt II

Look out for regular announcements of Hobby releases. Space precludes reproducing the entire catalogue, but there are plenty of kits to come! ■



## Dorniers and Messerschmitts

### ICM

Located in the New Exhibitors Hall, ICM were pleased to confirm those kits listed for 2007 that seem likely to emerge. Sadly, the 1/72 Henschel Hs 123 appears to be off the menu, but the Dorniers are still there, and the latest 1/48 Bf 109F — the tropical version — is now available and will include markings for Hans-Joachim Marseille. Readers are reminded that markings for his personal *Kubelwagen* are included in both this scale, and 1/72 with the 1/144 Sweet kit of the same aircraft.



ICM's programme for 2007 also includes a 1/48 Opel Admiral personnel car with Luftwaffe officers. The trend for aircraft-associated vehicles in sympathetic scales is growing, with a number of unique kits now available from Tamiya, Hasegawa and others. ICM have also thrown an Sd. Kfz 222 armoured reconnaissance vehicle into the mix, and now doubt there will be



plenty more to follow.

1/72

- 72202 Nakajima Ki-27b Nate
- 72291 Dornier Do 17Z-2 £14.50
- 72301 Dornier Do 215B-4 £14.50
- 72302 Dornier Do 215B-5 £14.50



1/48

- 48091 LaGG-3 series 1-4
- 48092 LaGG-3 series 35
- 48105 Messerschmitt Bf 109F-4Z/trop
- 48201 Opel Admiral personnel car with Luftwaffe Officers ■



## Karas and Los

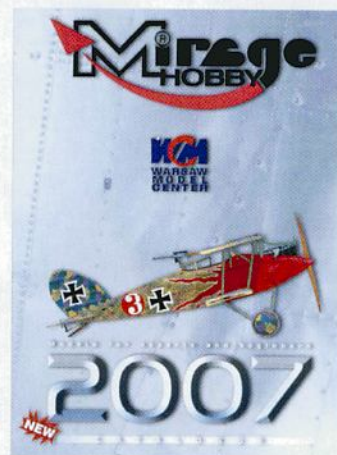
### MIRAGE

It's always a pleasure to chat to Mirage — especially on the subject of the Stuart tank, on which vehicle the company seems to have enough information to publish a Datafile of enviable breadth and learning.

On the aircraft front — which is our more immediate concern — we will see a reboxing of the Karas PZL-23A with Romanian markings, while the newly



issued PZL-23B was hustled off swiftly to the Deputy Editor's lockers to await transportation back to Bedford for Preview and Review. It's a nice kit if you haven't seen any of the versions yet, and one we recommend to all.



Also due soon is a PZL-37B/II Los, but most intriguing was the announcement of an impending new range of 1/48 WWI subjects, which will kick off in due course with a Halberstadt CL.II.

No word of the Wildcats and Martlets yet, but it seems unlikely that they will put in an appearance this year. ■





## A New Lanc and Other Highlights

### REVELL

Although removed from the majority of kit manufacturers, with their huge and impressive permanent stand on the upper floor of Hall 12, Revell's display was well worth a pilgrimage and was the occasion for most of the visitors to Hall 7 getting in some good exercise — and seeing some truly horrible toys along the way!



Revell had kindly extended their hospitality to SAMI's team, and this backstage pass was the occasion of the Deputy Editor bestirring himself for a brief sojourn. Following an anxious call on a mobile telephone he was eventually



tracked down, utterly lost in a large hall full of jigsaws, gesticulating hopelessly at a polite German lady, and escorted to Hall 12 where Revell's canteen, together with the 1/144 Challenger 601 in Luftwaffe markings, restored him to something approaching good humour.



Meanwhile the rest of us had taken stock of Revell's display not only long enough to ferment the previously mentioned Lightning controversy, but also to take stock of the many excellent projects that we can expect in 2007.

Needless to say the Lancaster was the chief talking point for most aircraft-



minded visitors. We are advised that this kit will sell at £14.99, which will no doubt cause some serious stockpiling once the Autumn comes around.

The 1/144 Super Connie was also on show, as was the 1/32 Sea Venom — which is not showing its age at all! Civil aircraft of note were the Airbus A340 in



the impressive 'Wiener Philharmoniker' scheme, and the A380, which was suspended from the ceiling at the front of the stand and looked awesome.

One item that excited considerable interest was the 1/32 Piper PA-18 Super Cub, designed as a companion (and tug) for the ASK 21 and LS8 gliders. Revell's stand was a labyrinth of cars, armour, aircraft, and an enormous assortment of toys and models that do not fall within our writ. Here is a list of the products that will appear in 2007:



#### 1/144

- 04200 Airbus A319 'BMI'
- 04205 Avro RJ-85 'Swiss'
- 04209 Airbus A340 'AUA/Weiner Philharmoniker'
- 04212 Canadair CL-601 'Luftwaffe'
- 04220 Caravelle 'Swissair' £6.99
- 04252 Lockheed L-1049 Super Constellation 'Lufthansa'

#### 1/72

- 04133 P-51B Mustang III 'RAF'
- 04138 Hawker Hurricane Mk IIB
- 04176 Hawker Tempest Mk V RE
- 04300 Avro Lancaster B Mk I/III
- 04301 EE Lightning F.6

## Plus, RS and Okit

### PLUS MODELS

Plus Models manufacture superb 1/35 armour kits and diorama accessories, with a focus on soft-skinned vehicles, which make them ideal companions for your 1/32 aircraft models. At Nuremberg, their kits were sharing a stand with those of other manufacturers, among whom RS and Okit were prominent. Okit's neat little Mil Mi-2s are previewed elsewhere, while the RS Dornier Do 17M and 17P were sadly not ready to be carried off in triumph. Not long now though... ■



- 04306 Heinkel He 177A-6 Greif and Hs 293
- 04309 De Havilland D.H.2
- 04317 Eurofighter Typhoon Single-Seater



- 04323 RAF S.E.5a
- 04326 HP Victor K.2
- 04328 Albatross D.III
- 04352 SAAB J-35 Draken 'Austria/Sweden'
- 04386 Lockheed F-22 Raptor £13.99
- 04397 Fairey Gannet AS.1 £8.99
- 04405 Mil Mi-24 Hind D £13.99
- 04489 NH-9 (Updated) NATO helicopter



#### 1/48

- 04502 N.A. F-86D Sabre Dog
- 04504 Republic F-105G 'Wild Weasel'
- 04505 Arado Ar 234B-2/N 'Nachtigal'

#### 1/32

- 00155 Dassault Mirage 5J 'Israeli Air Force'
- 04208 Piper PA-18 Super Cub
- 04702 Messerschmitt Bf 109K-4
- 04704 Supermarine Spitfire F.22/24
- 04709 D.H. Sea Venom FAW.22
- 04710 Westland Lysander Mk I/III
- 04712 D.H.82A/C Tiger Moth
- 04740 N.A. P-51B Mustang III 'RAF'
- 04756 Bristol Beaufighter Mk IF
- 04780 Supermarine Seafire Mk Ib
- 04784 Grumman Martlet Mk V
- 04402 Eurocopter 117 Medicopter
- 04498 MBB BK-117A-3 Spaceship ■



## Herc Gunship

### MINICRAFT

Pride of place on Minicraft's stand was given to the USAF AC-130H Gunship. This kit has benefited from Minicraft's CAD/CAM-designed tooling, which has allowed for both precision detail and a very accurate fit. The kit looks superb, both in kit form and made up. The built version had been put together without any filler whatsoever, and the parts fit really is impressive.

Needless to say with an aircraft like the C-130 there are plenty of variants in the pipeline, and no doubt modellers all over the globe will be awaiting with interest the arrival of their own domestic variant. This one could run and run! ■



## Any Humbrellas?

### PHOENIX

Who remembers Precision Paint? The range has now been resurrected under the banner 'Phoenix Precision' and is branching away from the dedicated railway colours with which it has been associated. One innovation is the line of 'Humbrella' enamels. Following the problems with Humbrol, Phoenix Precision have started to introduce a low cost range of colours that duplicate the Humbrol range. Humbrella colours use Humbrol numbers with a 5 in front, thus number 3 Brunswick Green becomes 53 in the Humbrella range.

Price is £1.20 for a 14 ml tinlet.

[www.phoenix-paints.co.uk](http://www.phoenix-paints.co.uk) ■





## Eastern Delights

### ALANGER

As well as a wide range of 1/35 armour, Alanger have an interesting selection of aircraft in 1/72 and 1/48. Prominent on their stand was the newly-tooled 1/72 Yak-38 *Forger*, and the MiG-3 in 1/48 scale with Moscow Air Defence markings.



Alanger's catalogue lists a number of items as new, including some civil airliners:

- Ilyushin Il-18 (1/100)
- Ilyushin Il-18M (1/100)
- Ilyushin Il-62M (1/120)
- Tupolev Tu-104 (1/110)

Alanger's website can be viewed at [www.alanger.ru](http://www.alanger.ru) ■

## On the Attack

### ATTACK

Good news for those contemplating a reduction in scale is the announcement from Attack of the latest kits in their 1/144 aircraft range:

- 14407 Aero L-29 Delfin
- 14412 MiG-21SMT ■

## Academic Matters

### ACADEMY

With the CH-46A/D Vietnam issue and the new 1/48 'Bomcat' prominently on display, Academy were present in Hall 7 announcing a couple of new aircraft for 2007. These will be a Me 262A (#12410) and an F/A-18C Hornet (#12411). Dark heresy though we know it to be, *SAMI* news reporters were rather drawn to the newly announced 1/72 Dragon Wagon tank transporter and the 1/35 Sheridan tank, for which athletic brute we may have to set aside some workbench time, in the unlikely event that magazine schedules permit us to do anything so radical as actually building a kit! ■

## MPM Miscellany

### MPM

MPM — umbrella company for Special Hobby, CMK, Planet and Azur products, as well as those marketed under the MPM branding — provided visitors with a veritable feast of news, and promises of good things to come. Firstly — and hold on to your hats — MPM have announced their intention of kitting a 1/72 English Electric Lightning F.3 in injection-moulded plastic. Not only this, but a Canberra B.2 as well, also in 1/72. Further scrutiny of their news release reveals a Sea Vixen FAW.1 in both 1/48 and 1/72, and a Cessna Bird Dog and Sea Harrier FA.2 in the smaller scale.

This promise of things to come was born out by the presence on the stand of a number of test shots and masters of immense interest. Firstly, the 1/48 Fulmar, one of which we were pleased to secure, and secondly the Skua/Roc 1/48 release, which has been dangling just out of our reach these three years past like the grapes of Tantalus.

Diligent *MAM* Editor Neil Robinson spent some time on his knees before a revolving assembled resin master of a 1/72 Douglas A-20G. This was accompanied by a nose for an A-20J, and by all accounts the kit will also eventually materialise as an A-20A, along with a B, and C, plus British Boston bomber variants and Havoc nightfighters.



MPM were located at the entrance to Hall 7, so the pieces of Skua mounted on the back wall, together with the new Albacore and the enormous Fulmar boxes, presented a tableau of immense delight to those fond of the Fleet Air Arms unsung heroes. MPM say the Skua is due in March. It's been a long time coming, but looks like it's going to be worth the wait. Certainly MPM themselves are enthusiastic about the project.

There is so much in the pipeline from this source that only a list can hope to do it justice. Bear in mind that this is unlikely to be a definitive indication of kits that will appear in 2007, but as many of the types that have been on MPM's list for so long are now beginning to land among us, it is not unreasonable to assume that most of those present will turn up in due course. Listings below include product from all brandings represented at MPM's Nuremberg stand that appear in their 'News' brochure for the show, with the exclusion of those that we have already seen or received



for preview, and are consequently listed elsewhere.

#### MPM 1/72

- 72533 Hawker Fury
- 72538 Breda Ba.88B 'Lince'
- 72539 Douglas A-20G Havoc
- 72541 A-29/PBO-1 Hudson
- 72543 Gloster Meteor Mk 8 '77Sqn. RAAF'
- 72545 De Havilland Sea Vixen FAW.1
- 72546 English Electric Canberra B.2
- 72547 English Electric Lightning F.3

#### MPM 1/48

- 48055 Gloster Gladiator
- 48056 Fairey Fulmar Mk I
- 48057 Avia B.534 III Serie
- 48062 He 177 'Captured markings'
- 48063 He 177A-3
- 48064 De Havilland Sea Vixen FAW.1

#### Azur 1/72

- A050 Cierva C. 19
- A066 Martin Maryland FAFL
- A068 Dewoitine D.373/376
- A070 Dassault Super Mystère B2
- A075 Morane Saulnier MS 410
- A076 PZL 24
- A077 Latécoère 298 with beaching gear
- A080 Loire 130M with beaching gear
- A081 Bloch 175

#### Azur 1/48

- A057 Potez 630
- A058 Potez 631
- A059 Potez 63-11

#### Azur 1/32

- A078 Bloch 174
- A079 Bloch 175
- A082 Potez 633

#### Special Hobby 1/72

- 72026 Bristol Beaufort 'Australian Version'
- 72043 N.A. P-51A Mustang
- 72044 CAC Boomerang
- 72062 Li-1 'Float Version' T
- 72063 Bristol Blenheim Mk IVF
- 72074 Avro Anson Mk I
- 72075 Sikorsky CH-37 Mojave
- 72076 Bell AH-1G Huey Cobra
- 72091 Hansa-Brandenburg C.1 Serie 369
- 72092 Douglas A-26C Invader
- 72093 Lockheed PV-2 Harpoon
- 72095 Douglas B-18 Bolo
- 72096 SNCASE Vautour IIN
- 72097 Seafire Mk XV

- 72099 Seafire FR.47
- 72102 Reggiane Re.2000 'With Catapult'
- 72104 Fiat G.55B Centauro Trainer
- 72107 Hawker Hart
- 72108 Reggiane Re.2001
- 72109 Grumman F3F-3 'Last USN biplane fighter'
- 72113 Fokker D.XXI IV Serie Wasp engine/slatless wings
- 72114 Sikorsky S-3/S-43B 'Baby Clipper'
- 72116 Fokker D.XXI Serie IV with slatted wings
- 72117 Heinkel He 100 V8 'World Speed Record'
- 72124 Sea Fury T.20
- 72125 BSH-1/PS-43
- 72127 Spitfire Mk 22
- 72129 Seafire M 17
- 72132 XP-56 Black Bullet 2nd Prototype
- 72133 F2A-2 Buffalo 'Yellow Wing'
- 72136 Junkers Ju 87A Stuka 'Luftwaffe'
- 72137 Folland Gnat Mk 1
- 72138 Messerschmitt Me 209 V-1/V-4
- 72139 L-19/O-1 Bird Dog
- 72140 Blackburn Skua Mk II
- 72141 Blackburn Roc
- 72142 Westland Lysander Mk I
- 72143 Fairey Fulmar Mk I
- 72144 F-86L Sabre Dog 'Long Wing'
- 72145 Letov S-328
- 72146 F-86K Sabre Dog 'Cannon Version'
- 72147 Aero L-29 Delfin
- 72148 Blohm und Voss Bv 141
- 72149 P-40L 'Long Tail'
- 72150 Seafire Mk II
- 72151 IAR.80
- 72152 Fairey Albacore Mk I (New Tooling)
- 72153 Fairey Battle Mk I (New Tooling)
- 72154 Sea Harrier FA.2

#### Special Hobby 1/48

- 48044 Lloyd C.V Serie 82
- 48046 Blackburn Skua Mk I
- 48047 Ilyushin Il-10/Avia B-33
- 48048 Bristol Beaufort
- 48050 Blackburn Roc Mk I
- 48051 Spitfire Mk Vc
- 48052 Seafire Mk II/III
- 48053 Breda Ba.65
- 48054 CAC Wirraway
- 48056 Fairey Battle Mk I
- 48059 Phonix D.I 'K.u.K.Kriegsmarine'

#### Special Hobby 1/32

- 32002 Bell P-39D Airacobra
- 32004 Brewster Model B-239 Buffalo
- 32005 N.A. P-51 Mustang Mk IA
- 32007 Hansa-Brandenburg C.1 Serie 369
- 32008 Abatros D.III
- 32009 Heinkel He 100
- 32011 Yakovlev Yak-3
- 32012 N.A. P-51A Mustang
- 32013 Brewster Model B-339C/D Buffalo
- 32014 N.A. A-36A Apache
- 32015 Nieuport XI 'Bebe' ■



# A Blast from Trumpeter

## TRUMPETER

It is always hard to find accurate up-to-the-minute data on Trumpeter's new releases. Usually Newsdesk researchers submit lengthy lists in the hope of convincing the Deputy Editor that they have been working, rather than fighting elves on the Internet. Nuremberg shed little more light on the matter, as all we were able to run to ground was an even longer list than usual. Fortunately this makes such satisfying reading that we are pleased to believe every word of it as gospel.

If the presence of made-up kits on a trade stand is any indicator as to the imminence of their release (not always the case — witness the borrowed Canberras and Nimrod at Telford in 2005) then we can expect both the 1/24 Hurricane and the 1/48 Sea Hawk from this source soon.



Here, then, is the list of good things to come. As with MPM's ambitious programme, some of them may take a while, but they will be worth the wait.

### 1/144

- 01324 Sukhoi S-37/Su-47 Berkut
- 01325 Mig-21/F-7II 'PLAAF'
- 01326 Shenyang F-7EB 'The PLAAF Aerobatics Team'
- 01327 Shenyang F-7MG 'PLAAF'



- 01328 Shenyang F-8II 'PLAAF'
- 01329 Sukhoi Su-34 'Strike Flanker'

### 1/72

- 01602 Chinese Y-5
- 01617 Republic F-105D Thunderchief
- 01618 Republic F-105G Thunderchief
- 01621 Boeing-Vertol CH-47A Chinook
- 01622 Boeing-Vertol CH-47D Chinook
- 01623 Sukhoi Su-15TM Flagon F
- 01625 Sukhoi Su-15UM Flagon G
- 01626 Vickers Wellington Mk Ic
- 01627 Vickers Wellington Mk III
- 01628 Vickers Wellington Mk X
- 01631 Hawker Sea Fury FB.11
- 01632 Curtiss P-40B/C Kittyhawk
- 01636 Chinese K-8 Karakorum trainer
- 01637 Focke-Wulf Fw 200C-3 Condor
- 01640 Grumman A-6A/E Intruder
- 01645 Sukhoi Su-27 Flanker B
- 01646 Beriev Be-6 Madge
- 01647 MiG-19 Farmer
- 01648 North American F-100D Super Sabre



### 1/48

- 02815 Beriev Be-6 Madge
- 02819 Aerospaciale AS365N2 Dauphin
- 02826 Hawker Sea Hawk FGA.6
- 02827 Hawker Sea Hawk Mk 100/101
- 02830 MiG-3 'Early Version'
- 02832 Grumman F9F-2 Panther
- 02833 Grumman F9F-2P Panther
- 02834 Grumman F9F-3 Panther
- 02843 Westland Wyvern S.4 'Early Version'



### 1/32

- 02211 Curtiss P-40M Kittyhawk
- 02212 Curtiss P-40 Kittyhawk
- 02226 Douglas TBD-1 Devastator
- 02229 MDD/BAE AV-8B Harrier II
- 02232 North American F-100D Super Sabre
- 02237 Messerschmitt Me 262B-1a/U1
- 02246 North American F-100F Super Sabre
- 02247 Grumman F8F-1 Bearcat
- 02248 Grumman F8F-2 Bearcat
- 02249 Grumman A-6A Intruder
- 02250 Grumman A-6E Intruder
- 02255 Grumman F4F-3 Wildcat 'Early Version'
- 02256 Grumman F6F-3 Hellcat
- 02257 Grumman F6F-5 Hellcat
- 02260 Messerschmitt Me 262A-1a



- 02262 Republic P-47D Thunderbolt 'Razorback'
- 02263 Republic P-47D Thunderbolt 'Bubbletop'
- 02266 Douglas A-4E Skyhawk
- 02269 Curtiss P-40E Kittyhawk
- 02270 Sukhoi Su-27UB Flanker C
- 02271 Sukhoi Su-30MKK
- 02284 Grumman F8F-1B Bearcat

### 1/24

- 02402 North American P-51B/C Mustang Mk III
- 02414 Hawker Hurricane Mk I
- 02417 Hawker Hurricane Mk IID/Trop
- 02419 Focke-Wulf Fw 190A-6/A-8



## Beavers and Panthers

### HOBBYCRAFT

The first of the Grumman Panthers was present on Hobbycraft's stand, and very nice it looked too.

Releases to be expected from Hobbycraft in the not too distant future include:

### 1/48

- #1613 Vought F7U-3/3M Cutlass
- #1674 DHC Beaver with floats
- #1421 Grumman F9F-2 Panther 'Korean War'
- #1456 Grumman F9F-2/3 Panther 'International'
- #1457 Grumman F9F-2P 'Recon Panther'



### 1/32

- #1710 North American A-36A 'Axis Busting Apache'
- #1711 North American P-51 'Operation Torch'
- #1712 North American P-51A 'Air Commandos'
- #1713 North American Mustang Mk IA 'Armed Recon'
- TBC Hawker Sea Fury FB.11



## French Treats

### REDUX

French accessories and decal manufacturers Redux have some interesting bits and pieces for the large-scale modeller, including a 1/32 photo-recce conversion for the P-38J, and French naval decals for both the Dauntless and the Avenger.



So Nuremberg came and went, and we hope this report will have shed a bit of light on the event and demystified it a little. There is no 'Nuremberg list'. New kits are planned and announced all the year round, and while the toy fair provides a focus for the business, as far as SAMI is concerned we will continue to report news and new products continuously. Most of those kits liable to appear within the remaining months of 2007 have already been reported in previous issues, and there is little to be gained by reproducing them all here. This report has, instead, focussed on those manufacturers whose presence made the show such a spectacular event. We would like to congratulate them on their efforts, and thank them both for the warmth of their welcome and the openness with which they have been prepared to discuss their plans and products in a very competitive industry. Oh, and all the wonderful kits, decals and accessories we brought home as well!

Those who did not attend the Toy Fair are invited to send us all their news and images of product releases to include in our regular monthly news reports. We look forward to hearing from you, and to seeing you all at events in the future.



American writer Stephan Wilkinson is an experienced hand with aeroplanes and cars, but is a relative newcomer to scale modelling and brings a refreshing viewpoint on our hobby.

# Sillyplanes

**U**ntil now, I've been choosing, buying and building models william-nilliam, as my dear old boss, *Flying* magazine Editor Bob Parke, used to say. Anything. Whatever caught my deficient attention. World War I biplanes, airliners, lots of WWII stuff of course, fewer jets than anything else, civil models whenever I could find good examples. Like a magpie, I went for bright colors more than historical significance. I couldn't resist the sunburst paint on Al Williams' *Gulfhawk II* or a Jungmeister, and was a sucker for between-the-wars US Navy 'yellowbirds'.

Now I'm going to specialize, however, and as I assemble my latest project, a dismayingly drab-and-gray Czech Models Northrop XP-56 Black Bullet, I realize that I am drawn not to classically beautiful airplanes but to the misshapen oddballs — Saab Tunnans, Vought Flying Pancakes, Dornier push-pulls, Fairey Gannets, Gee Bees, Grumman Guardians, crazy Luftwaffe dream projects, Curtiss Ass-Enders, McDonnell

spine, each cylinder the size of the entire engine in our new Volvo, is not an attractive prospect.

So it's the wierdos I'll be building, at least for awhile.

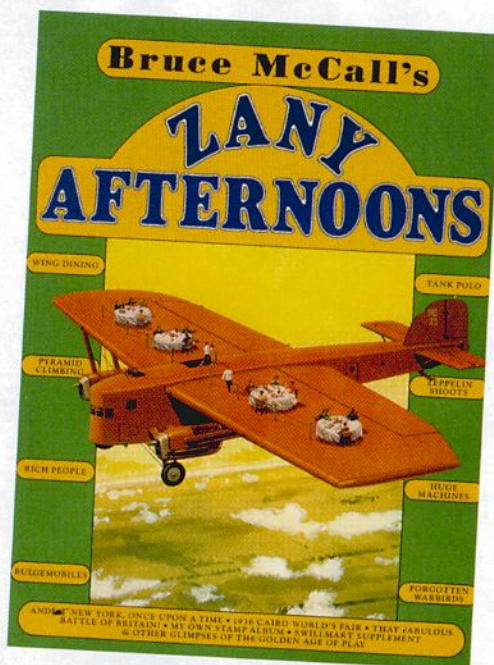
That decision reminded me of the funniest aviation article ever published: "Major Howdy Bixby's Album of Forgotten Warbirds."\* It appeared in 1970 in *Playboy*, of all things, and was written by Brock Yates, an American car writer of note, and illustrated by Bruce McCall, an expat Canadian who to this day does lots of wonderful work for *The New Yorker* and *Vanity Fair*.

If I could build all eight of Bixby's birds, I'd be happy, but they exist only in McCall's fevered brain and insightfully reflect all the national characteristics that make a Languedoc so totally different from a Handley Page, a Grumman the antithesis of a Macchi.

McCall's Japanese candidate was the Kakaka Shirley, an amphibious pedal-bomber made of paper that dropped rabid dogs out of a wicker-basket bomb bay onto American warship decks. (The dogs, unfortunately, had already gotten airsick, so they could do no worse than vomit on the sailors' shoes.)

The Caproni-Moroni Scud was a double-ended fighter that could instantly switch direction as Italy switched allegiance, and the Humbley Pudge

Gallipoli Heavyish Bomber seemed to be armed with practice-drop flour bags rather than bombs. But 36 of the impossibly tall machines were ready to beat back the Japanese invasion of Singapore in 1942. When the call went out to warm up each bombers four Varley Panjandrum engines, their special boarding ladders couldn't be found, and "the Gallipoli's moment of glory came and, lightninglike, vanished." America's own contribution was the Harley-Fairfax K-55 Air-Pal, a twin-engine trainer with classic 1930s yellow wings and blue fuselage, and a canopy that demonstrates why the word "greenhouse" was adopted to describe BT-13s and AT-6s. The Air Pal's canopy was 19 students long, the length of a Greyhound bus. As an economy, the airplane had no intercom. "Trouble started with the pilot and worked its way



Vought V-173 Pancake

Goblins...aviation's "it seemed like a good idea at the time" projects.

The XP-56 was a swept-flying-wing fighter shaped like an American football. It had a Pratt & Whitney R2800 mounted behind the pilot, and because it was a tiny airplane, really, that big radial determined its maximum cross-section. I can't imagine what it must have sounded like in the tiny little cockpit, which doubtless had all the soundproofing of a mosh pit. I've driven Ferraris, Lamborghinis and Porsche GTs with V-10 and -12 engines close to tickling my shoulderblades, but the thought of a 2,000-hp, 18-cylinder, 46-liter, twin-row radial just astern of my



XF-85 Goblin





back to the man at the rear....Elaborate briefings, hand signals, screaming — all were tried but fell short..."

Poland's Dombrowski-Sedlitz helicopter was intended to be powerful enough to airlift an entire Polish cavalry battalion and its artillery and was motivated by a 6,000-hp Diesel locomotive engine. Unfortunately, its manual, non-synchromesh, three-speed transmission kept breaking, and according to Yates, in 1970 the Sedlitz was reduced to "(powering) a Ferris wheel and merry-go-round at the People's Amusement Park in Bydgoszcz."

And who could resist parodying the French, manufacturers of 1930s bombers and airliners that looked as silly as Citroëns? Bruce and Brock's candidate was the Septum NC2501.2 bomber, its nose a glass phallus and the

military transport, an enormous, Soviet freighter on eight locomotive wheels, its four underslung Kapodny-Gifk engines attended in flight by a pair of engineers each riding in a midwing open cockpit. But the most noticeable feature of the Snud was that its entire nose and cockpit section drooped as though something had melted in the sun. Turns out that while the airplane was being designed, in 1938, somebody sat on the blueprints and wrinkled them. Nobody would own up to it, "since damaging state property carried the death penalty," so the unfortunate Snud went into production with a permanently bent beak.

Howdy Bixby's forgotten warbirds probably couldn't be chronicled today, since the piece was hilariously politically incorrect. Who would dare make fun of an Israeli or Muslim-nation airplane by



XP-55 Ascender

two Gnome-Rhône Petite engines in flat-faced nacelles as graceless as stationary powerplants. It was designed by winemaker Maurice Lebauge, who faced a firing squad when the Luftwaffe evaluated one and it crashed. "We are lovers, not engineers!" he shouted with his last breath.

For their part, the Germans were represented by the Dinkel GX *Kleinefeuerwerkswaffe*, a barrel on skids powered by leftover fireworks stuffed up its stern. Few saw combat, but Goering ordered four *Kleinefeuerwerkswaffes* to stage a show for Hitler by creating a huge multicolored, Roman-candled swastika in the night sky. Unfortunately, "all four planes collided at the axis" of the display.

But my favorite is the Snud U-14

mocking its national characteristics, after all? And imagine laughing at the Italians or the French for their assumed venality and incompetence.

Those of us who build scale models often take them too seriously, as well. We find it hard to see the humor, sometimes even the outright goofiness, in their shapes. Not me. I'm going to do some sillyplane modeling.

\* "Major Howard Bixby's Album of Forgotten Warbirds" and many more of Bruce McCall's fanciful creations are reproduced in *Zany Afternoons*, a collection of his works published by Alfred A Knopf, New York, 1982.

SAM



XP-56 Black Bullet

# MODEL AIRCRAFT MONTHLY

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Scale Aviation Modeller International has a policy of previewing all kits received in this section, and any item received is guaranteed a mention at the earliest opportunity. We cannot realistically preview kits unless we actually receive them, and manufacturers are invited to submit samples as early as possible to ensure the most efficient usage.



### Fairey Barracuda Mk V

Scale: 1/48 Kit No: 48069  
Price: £29.99 Decal Options: 2  
Panel Lines: Recessed Status: Revised Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 79, Resin 48, Etched 54, Clear 9  
Manufacturer: Special Hobby UK Importer: Hannants

If you didn't get your hands on the previous issue of this kit, then grab one of these while you can. The Barracuda was a big, ugly aircraft, but this is a

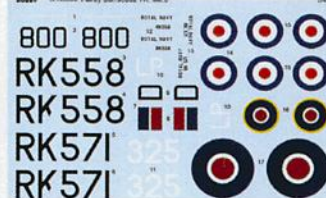


### Scott Viking British Pre-WWII Sailplane

Scale: 1/48 Kit No: 191  
Price: £17.85 Decal Options: N/A  
Panel Lines: Recessed Status: New Tooling  
Type: Resin Parts: Resin 11, Vacform Clear 2  
Manufacturer: Planet UK Importer: Hannants

big, beautiful kit, and features a mass of superb detail to build an impressive model of the post-war Mk V variant.

The kit includes a torpedo, and features boxed-in wheel wells and all the complex interior bulkheads characteristic of the type. With Griffon's new detailing set available you can really go to town if you want to, but for those who like a build 'from the box' this one has everything you need.

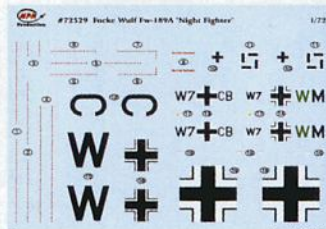


### Focke Wulf Fw 189A-1/Nightfighter

Scale: 1/72 Kit No: 72529  
Price: £12.85 Decal Options: 2  
Panel Lines: Recessed Status: New Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 55, Resin 6, Etched 30, Clear 12  
Manufacturer: MPM UK Importer: Hannants

The German Wehrmacht on the Eastern Front suffered from night attacks by slow flying small Soviet bombers. Conventional night fighters were too fast for this kind of

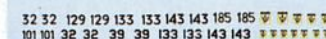
interception, so reconnaissance Fw 189s were modified for the nightfighter role with the addition of a FuG-212 Lichtenstein C-1 radar and Schräge Musik MG 151/20 cannon. The kit contains three sprues with plastic parts, injected canopies, resin cast night exhaust stacks and MG 151 cannon. Additionally, it contains photo-etched parts and decals for two night fighters from 1/NJG 100 based in Romania in 1944.



### Dassault Falcon 10 Mer.

Scale: 1/72 Kit No: 72255  
Price: £TBA Decal Options: 5  
Panel Lines: Recessed Status: New Tooling  
Type: Resin  
Parts: Resin 48, Vacform Clear 2  
Manufacturer: Dujin UK Importer: Hannants

Hurrah! It's a Dujin month! The latest selection is a real eye-opener too, as among the esoteric types are a couple of real treats for the modern aviation enthusiast. One of these is the Dassault Falcon 10 business jet used by the French navy as a communications aircraft and target simulator. This and the Arsenal VG. 90 are very welcome additions to the model aircraft canon. The kits follow Dujin's usual format, with vacform transparencies and decal sheets which feature individual aircraft markings but no national insignia.



### IL-2M Stormovik

Scale: 1/48 Kit No: 8165  
Price: £27.75 Decal Options: 4  
Panel Lines: Recessed Status: Revised Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 96, Clear 8, Etched 36  
Manufacturer: Eduard  
UK Importer: LSA/Hannants

You might have assumed the Accurate

Miniatures Il-2 could not be improved upon, and as far as the basic kit goes you would not be far wrong. Throw in a colour etched fret, though, and add Kabuki masks, and you have a package that adds up to the ultimate kit of the type to date. This is what Eduard have done, and thrown in a superb decal sheet as well, with full colour instructions for painting and markings.



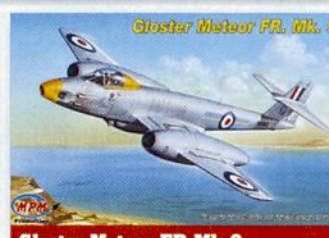
### Yak-7B

Scale: 1/72 Kit No: 72018  
Price: £15.50 Decal Options: 1  
Panel Lines: Recessed Status: New Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 36, Etched 16, Resin 17, Clear 3, Vacform Clear 1  
Manufacturer: Valom UK Importer: Hannants



### Saab B-5

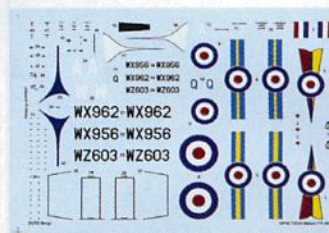
Scale: 1/72 Kit No: 72514  
Price: TBA Decal Options: 3  
Panel Lines: Recessed Status: New Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 51, Resin 44, Etched 36, Clear 1  
Manufacturer: MPM UK Importer: Hannants



### Gloster Meteor FR Mk 9

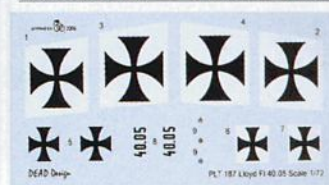
Scale: 1/72 Kit No: 72534  
Price: £15.50 Decal Options: 3  
Panel Lines: Recessed Status: New Tooling  
Type: Inj Moulded Plastic Parts: Plastic 75, Clear 7  
Manufacturer: MPM UK Importer: Hannants

Remember when the Airfix Meteor was the only game in town? Now we have Meteor's piling up like Gannets! This present option, along with Xtrakit's little gem, will go a long way to making a lot of people happy. A nice touch is the transparent nose parts, which will obviate the need for either Clearfix or fiddly little transparencies. Line 'em up!



### Lloyd FJ 40.05

Scale: 1/72 Kit No: 187  
Price: £26.80 Decal Options: 1  
Panel Lines: Recessed Status: New Tooling  
Type: Resin Parts: Resin 27, Etched 20  
Manufacturer: Planet UK Importer: Hannants







### Mil Mi-2 Hoplite Post Cold War and Exotic Schemes

Scale: 1/72 Kit No: 72301  
Price: TBA Decal Options: 12  
Panel Lines: Recessed Status: New Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 55, Clear 13, Resin 9, Etched 32  
Manufacturer: OKit UK Importer: Hannants

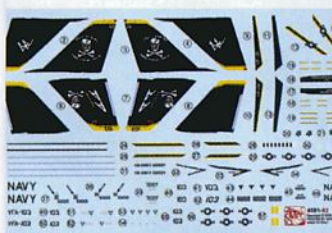
A wealth of detail is crammed into this tidy little kit. Nice mouldings and that

extremely generous decal sheet make this an attractive package for helicopter fans, with some very eclectic schemes, both military and civil, ranging from the Mexican Navy to Aeroflot and a number of interesting places in between.



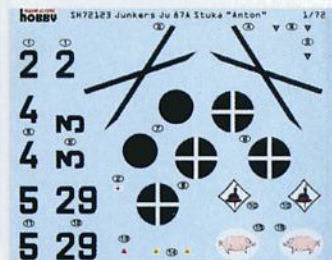
### Memorial Flight 'Jolly Rogers' F-14B and F/A-18F

Scale: 1/144 Kit No: 4591  
Price: £9.79 Decal Options:  
Panel Lines: Recessed Status: Revised Issue  
Type: Injection Moulded Plastic  
Parts: Plastic 129, Clear 2 Manufacturer: Dragon  
UK Importer: The Hobby Company



### Junkers Ju 87A Stuka

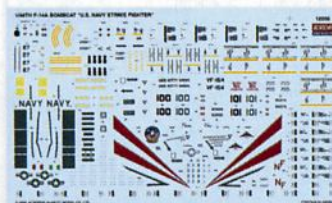
Scale: 1/72 Kit No: 72123  
Price: £13.65 Decal Options: 3  
Panel Lines: Recessed Status: New Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 77, Clear 3, Etched 38  
Manufacturer: Special Hobby UK Importer: Hannants



### Grumman F-14A Bombrail

Scale: 1/48 Kit No: 12206  
Price: £19.99 Decal Options: 2  
Panel Lines: Recessed Status: Revised Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 203, Clear 6  
Manufacturer: Academy UK Importer: Toyway

A huge treat for US Navy fans. With books proliferating at the F-14's demise, this kit is a nice tribute to an aircraft that has passed into legend. Over 200 parts make up the kit, including plenty of weapons and two crew figures.



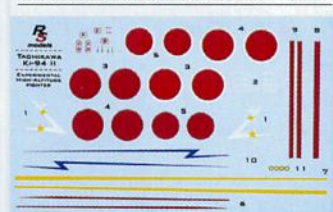
### Mil Mi-2 Hoplite Warsaw Pact and Air Force

Scale: 1/72 Kit No: 72300  
Price: TBA Decal Options: 8  
Panel Lines: Recessed Status: New Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 55, Clear 13, Resin 9, Etched 32  
Manufacturer: OKit UK Importer: Hannants



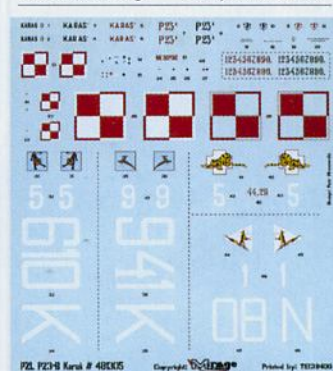
### Tachikawa Ki-94 II

Scale: 1/72 Kit No: 92020  
Price: £19.50 Decal Options: 2  
Panel Lines: Recessed Status: New Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 51, Clear 1 Resin 2, Etched Brass 34  
Manufacturer: RS Models UK Importer: Hannants



### PZL 23B Karas

Scale: 1/48 Kit No: 481305  
Price: £31.50 Decal Options: 2  
Panel Lines: Recessed Status: Revised Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 104, Clear 16, Etched 61, Resin 7  
Manufacturer: Mirage UK Importer: Hannants



### Baltimore Mk V '1/17 Picardie'

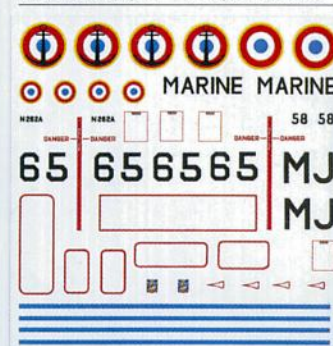
Scale: 1/72 Kit No: 067  
Price: £17.70 Decal Options: 2  
Panel Lines: Recessed Status: Revised Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 86, Resin 23 Clear 9  
Manufacturer: Azur UK Importer: Hannants

The 1/17 'Picardie' Free French unit (FAFL) was equipped in 1944 with Baltimore bombers. The aircraft served



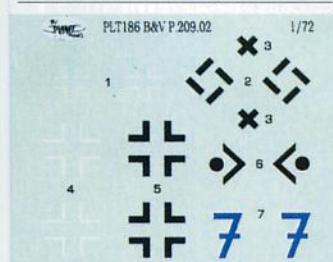
### Nord 262A Frigate

Scale: 1/72 Kit No: MS-106  
Price: TBA Decal Options: 1  
Panel Lines: Recessed Status: New Tooling  
Type: Vacform  
Parts: Vacform 32, Vacform Clear 16, Plastic 48  
Manufacturer: Broplan UK Importer: Aeroclub

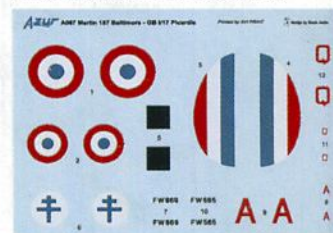


### Blohm & Voss P.209.02

Scale: 1/48 Kit No: 186  
Price: £26.80 Decal Options: 1  
Panel Lines: Recessed Status: New Tooling  
Type: Resin  
Parts: Resin 27, Plastic 5, Vacform Clear 2  
Manufacturer: Planet UK Importer: Hannants



mainly over the former French Syria, originally sporting British national insignia but these were subsequently oversprayed with French and FAFL insignias. This upgrade of kit number SH72088 contains plastic and resin parts. Decals offer two machines from 1/17 'Picardie.' Both machines bear French national insignia with traces of overpainting.





# Special Preview

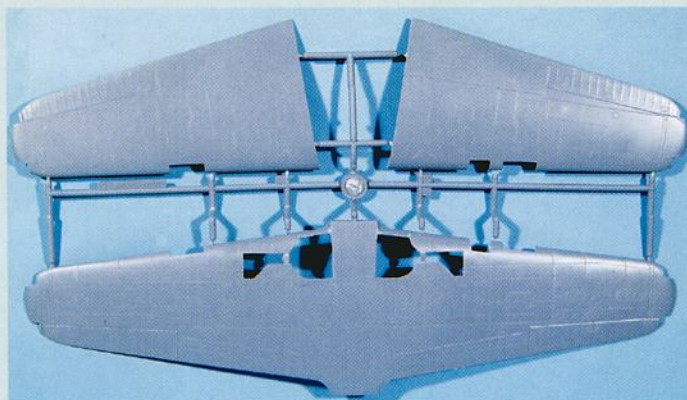
## Gary Hatcher gets an early look at Special Hobby's Fulmar

### Fairey Fulmar Mk I

Kit No: 72143 Price: TBA  
Decal Options: TBA Panel Lines: Recessed  
Status: New Tooling  
Type: Injection Moulded Plastic  
Manufacturer: Special Hobby  
UK Importer: Hannants

The time, effort and expense involved in transporting SAMI's travelling circus to Nurnberg was justified early on the first day when News reporters were pleased to receive test shot sprues of the new 1/48 Fairey Fulmar from Special Hobby – well most of them at least! Sprue 'C' regrettably, was not yet ready, but Special Hobby have been kind enough to allow us a closer look to form an appraisal of what must be an early contender for this year's most overdue and exciting kit in 1/48.

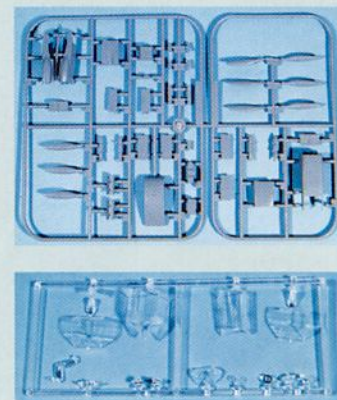
OK, so there may be a certain



prejudice on the part of this reviewer, who may or may not have a fondness for early war Fleet Air Arm types – particularly those that held the line over 'Cunningham's Pond' during some of the most desperate actions the fleet's pilots were forced to fight.

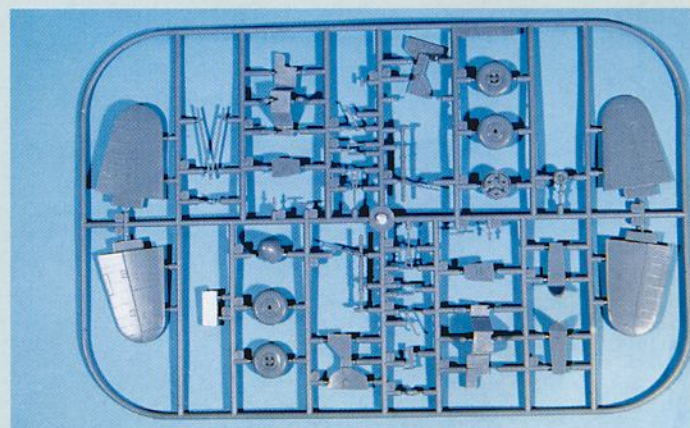
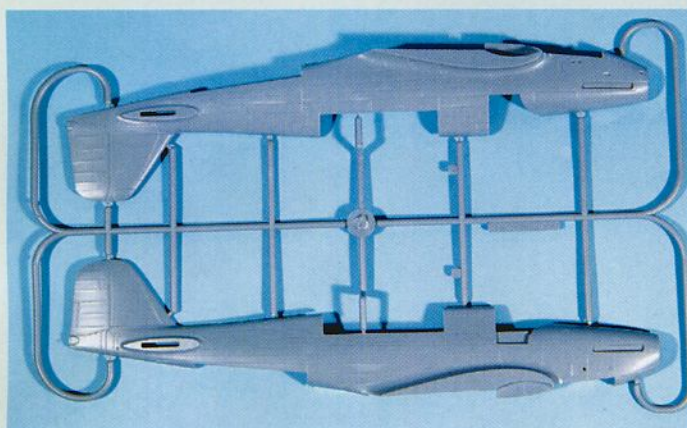
Having spent a great deal of time scratchbuilding wheel wells and cockpit

interiors on the Vista/SMER/Revell kit – an item well worth investing in by the way – I can only say that this is a worthy successor, and may very well become the first 1/48 kit I have ever built. Subject matter aside, it is a beautiful tooling, and on this first look I would say it will build up into an impressive model.



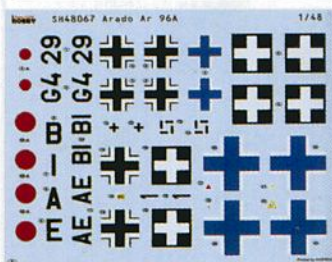
Of course this is an early test shot, and we have neither instructions, etched, nor resin parts – nor decals – so we can't say what precisely the kit will contain, but such parts as we have are laudable, and hopefully the kit's potential will be apparent from the accompanying photographs.

SAMI



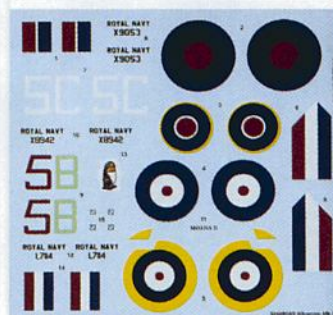
### Arado Ar 96A

Scale: 1/48 Kit No: 48067  
Price: £15.99 Decal Options: 3  
Panel Lines: Recessed Status: Revised Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 32, Resin 31, Etched 7, Vacform Clear 2  
Manufacturer: Special Hobby  
UK Importer: Hannants



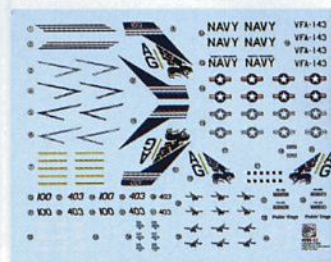
### Fairey Albacore Mk I

Scale: 1/48 Kit No: 48045  
Price: £30.50 Decal Options: 3  
Panel Lines: Recessed Status: New Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 102, Resin 42, Etched 27, Clear 6  
Manufacturer: Special Hobby UK Importer: Hannants



### F/A-18E Super Hornet VFA-143

Scale: 1/144 Kit No: 4590  
Price: £9.79 Decal Options:  
Panel Lines: Recessed Status: New Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 122, Clear 2  
Manufacturer: Dragon  
UK Importer: The Hobby Company



### Junkers Ju 88 G6

Scale: 1/72 Kit No: 7269  
Price: £11.50 Decal Options:  
Panel Lines: Recessed Status: New Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 107, Clear 4  
Manufacturer: Zvezda  
UK Importer: The Hobby Company





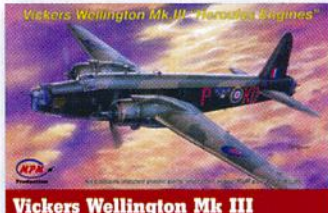


### Fokker D.XXI 'Danish Type'

Scale: 1/72 Kit No: 72544  
 Price: TBA Decal Options: 3  
 Panel Lines: Recessed Status: Revised Tooling  
 Type: Injection Moulded Plastic  
 Parts: Plastic 50, Resin 11, Etched 23, Clear 3  
 Manufacturer: MPM UK Importer: Hannants

In 1937 Denmark purchased two

Fokker D.XXI fighter aircraft and the production licence to build more. Ten aircraft were built but in subsequent combats with overwhelming German forces these stood little chance of survival. The kit contains three sprues of plastic parts, injected canopy, resin and photo-etched parts which allow you to build either the silver aircraft tested in Holland or two camouflaged production machines.



### Vickers Wellington Mk III

Scale: 1/72 Kit No: 72542  
 Price: £21.99 Decal Options: 3  
 Panel Lines: Recessed Status: Revised Tooling  
 Type: Injection Moulded Plastic  
 Parts: Plastic 136, Resin 3, Etched 3, Clear 18  
 Manufacturer: MPM UK Importer: Hannants



### Waco ZQC-6 Custom (Sweden)

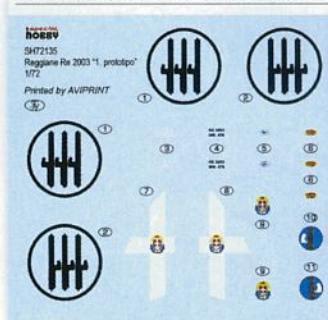
Scale: 1/72 Kit No: 72260  
 Price: ETBA Decal Options: 1  
 Panel Lines: Recessed Status: New Tooling  
 Type: Resin  
 Parts: Resin 46, Vacform Clear 2  
 Manufacturer: Dujin UK Importer: Hannants

This nicely cast and unusual floatplane kit includes several lengths of metal strut material and a nicely detailed interior.



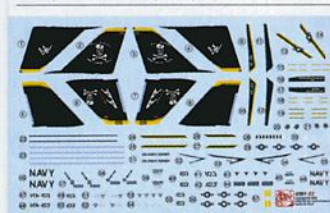
### Reggiane Re 2003 I. Prototipo

Scale: 1/72 Kit No: 72135  
 Price: £12.85 Decal Options: 1  
 Panel Lines: Recessed Status: Revised Tooling  
 Type: Injection Moulded Plastic  
 Parts: Plastic 26, Resin 56, Etched 23, Vacform Clear 2  
 Manufacturer: Special Hobby UK Importer: Hannants



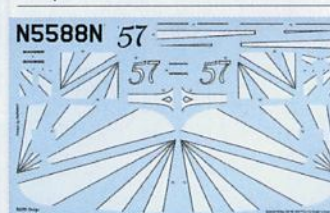
### Vought F4U-1A Birdcage Corsair

Scale: 1/72 Kit No: 60774  
 Price: £12.99 Decal Options:  
 Panel Lines: Recessed Status: Revised Tooling  
 Type: Injection Moulded Plastic  
 Parts: Plastic 83, Clear 4  
 Manufacturer: Tamiya  
 UK Importer: The Hobby Company



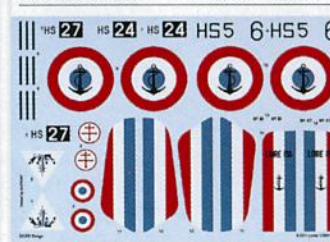
### F2G Super Corsair Racing Aircraft

Scale: 1/48 Kit No: 48049  
 Price: £20.99 Decal Options: 1  
 Panel Lines: Recessed Status: Revised Tooling  
 Type: Injection Moulded Plastic  
 Parts: Plastic 70, Resin 55, Etched 20, Vacform Clear 2  
 Manufacturer: Special Hobby  
 UK Importer: Hannants



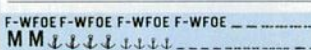
### Loire 130M

Scale: 1/48 Kit No: 051  
 Price: £23.99 Decal Options: 3  
 Panel Lines: Recessed Status: New Tooling  
 Type: Injection Moulded Plastic  
 Parts: Plastic 93, Resin 24, Clear 11  
 Manufacturer: Azur UK Importer: Hannants



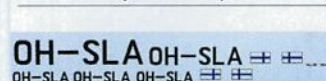
### Arsenal VG. 90

Scale: 1/72 Kit No: 72254  
 Price: ETBA Decal Options: 1  
 Panel Lines: Recessed Status: New Tooling  
 Type: Resin  
 Parts: Resin 24, Vacform Clear 2  
 Manufacturer: Dujin UK Importer: Hannants



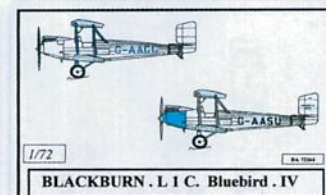
### Waco ZQC-6 Custom (Finnish)

Scale: 1/72 Kit No: 72261  
 Price: ETBA Decal Options: 1  
 Panel Lines: Recessed Status: New Tooling  
 Type: Resin Parts: Resin 38, Vacform Clear 2  
 Manufacturer: Dujin UK Importer: Hannants



### British Aircraft Swallow II

Scale: 1/72 Kit No: 72262  
 Price: ETBA Decal Options: 3  
 Panel Lines: Recessed Status: New Tooling  
 Type: Resin Parts: Resin 22, Vacform Clear 2  
 Manufacturer: Dujin UK Importer: Hannants



### Blackburn L1 C Bluebird IV

Scale: 1/72 Kit No: 72264  
 Price: ETBA Decal Options: 2  
 Panel Lines: Recessed Status: New Tooling  
 Type: Resin Parts: Resin 14, Vacform Clear 3  
 Manufacturer: Dujin UK Importer: Hannants

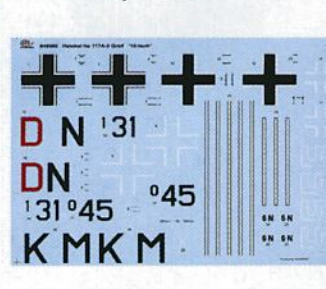


### Heinkel He 177A-5 Greif 'Hi Tech'

Scale: 1/48 Kit No: 48060  
 Price: £54.60 Decal Options: 2  
 Panel Lines: Recessed Status: Revised Tooling  
 Type: Injection Moulded Plastic  
 Parts: Plastic 167, Clear 17, Resin 55, Etched 129  
 Manufacturer: MPM UK Importer: Hannants

Good Greif! Quite a remarkably good Greif in fact. This 'Hi-Tech' version of last

year's eye-opening release is a generous package featuring resin interior, three etched frets (one in colour), a pair of Hs 293s and masks for the wheels and transparencies. The decal sheets feature full stencilling, and the instructions are clear and nicely illustrated.





SAMI's reviews section has evolved into a well-respected encyclopaedia of kit-building. While space precludes covering every kit received with a full review, we do aim to give a representative cross-section of the entire hobby, including samples of the numerous reboxings and reissues that make up such a large part of the market.

We are always looking for new reviewers, so anyone interested in becoming part of the team is invited to contact Gary Hatcher at the editorial address.

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# RAF S.E.5a

**RODEN 1/32**

BY ANGELO PICARDO



## TECHNICAL DATA

Scale: 1/32 Kit No: 607  
Price: £34.99  
Type: Injection Moulded plastic  
Parts: Plastic 138, Clear film 1  
Manufacturer: Roden

The box top art is an eye-catching piece of work, and the box contains seven sprues of a soft grey plastic that feature some flash, and ejector pin and sink marks in thicker parts. The surface detail has restrained fabric effect with engraved and raised panel detail.

A small clear film for the windscreens is also included, along with a large decal sheet. The instructions are in booklet form with 20 assembly stages and five decal and marking guides. Painting instructions are detailed during construction with colours being called out by generic names, no specific range of paints or specifications being given.

## Construction

Assembly begins with the Wolseley Viper engine. Five stages are required to assemble a finely detailed sub-assembly, which features some very small parts that will require a lot of care in handling to avoid them disappearing into the bottomless void of the floor. In stage 2, part number 18E should be 16E and, you need two of stage 3! The finished



engine may be displayed, as the cowlings are separate. Next stage is the interior, which also is well detailed, the only desirable additions being a harness for the seat and some instrument face decals, as they are just plain dials. The rest of the build is fairly problem free. The instructions are a bit vague about the precise location of some parts, and one or two lack the positive feel of the mainstream kit producers, so be sure to test-fit if in doubt.

The only build options are for the headrest and fairing. The windscreens are printed



onto clear film in three different shapes and sizes, though the instructions do not explain which screen applies to which machine. The other options are for a bomb rack with four bombs and a hub for the propeller. No guide for rigging is included, so you either have to refer to the box art or seek additional reference material.

## Colour Options

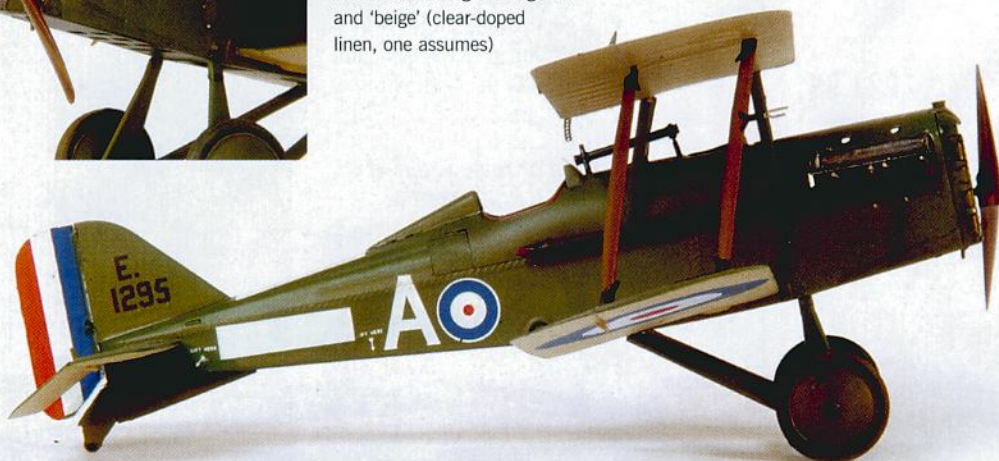
Five: four are Royal Flying Corps aircraft belonging to famous aces and the fifth is for an aircraft of the United States Air Service. One of the RFC machines has a red fuselage with green and 'beige' (clear-doped linen, one assumes)

flying surfaces, while the other four are green and 'beige'. The decals are well printed with all RFC roundels featuring separate red centres. They are in register and of good colour density but on the thick side, though they settle down well over the surface detail. I chose to build the aircraft flown by Major Edward 'Mick' Mannock who flew with 74 Squadron in 1918 and was credited with 73 victories. I used Humbrol enamels throughout.

## Conclusion

I do not usually build biplanes as I am put off by the fuss of aligning wings, but having said that I thoroughly enjoyed building this model. The plans are confusing in places, and the lack of locating pins on some parts makes precise alignment tricky, so I recommend this kit for experienced modellers. The end result is a lovely model of a very important Great War fighter.

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# Fokker C.V M/33 (IIIR)

**BROPLAN 1/72**

BY SIMON BATCHELOR

This limited-run injection-moulded kit is one of a series by Broplan of these Fokker general purpose biplanes, widely used by the countries of northern Europe during the 1930s and 1940s. The version I chose was operated by the Royal Danish Air Force during the late 1930s, and after capture by the Germans it was used in Russia during 1944. The kit is supplied in a lightweight tray-type box that houses 42 plastic pieces on four sprues, a small piece of clear plastic for the windscreen, and a set of decals which can be used to create a number of different aircraft.



## TECHNICAL DATA

|                                 |                       |
|---------------------------------|-----------------------|
| Scale: 1/72                     | Kit No: MS-105        |
| Price: TBA                      | Panel Lines: Recessed |
| Status: New Tooling             |                       |
| Type: Injection Moulded Plastic |                       |
| Parts: Plastic 42, Clear 1      | Decal Options: 1      |
| Manufacturer: Broplan           | UK Importer: Aeroclub |

## Construction

Construction starts with the cockpit, which has nine very small parts, all requiring careful trimming and dry-runs. There were no painting instructions for the interior, but a combination of Interior Green, aluminium, semi-gloss black and leather acrylics created an effect I was happy with. Assembly proceeded slowly as the parts are quite roughly cast, needing a lot of careful trimming and rubbing down. The lightweight top wing and workability of the Revell Contacta adhesive I used allowed for easier assembly onto the struts, which were simply and positively located. The kit is supplied



with a three-piece Townend ring for its Pegasus engine, however this was often discarded in service use. I have a photograph of the modelled aircraft, R-47, in service, from Thijs Postma's *Fokker: Aircraft Builders to the World*.

## Colour Options

My chosen example was silver overall. The engine was picked out in gun metal and silver, the collector ring and exhausts in rust, and the Scarff ring in gun metal. The decals needed white bases as they are printed on clear film, so the roundel comprised the red outer ring only. The decals were very thin and I suspected that they would prove to be

fragile, but by using warm water and pre-positioning the trimmed decal I had problems with only one upper wing roundel. They settled down well without solutions.

## Conclusion

This kit provides an accurate representation of this important European aircraft. It needs a fair bit of preparation and some filling but I can recommend it to anyone with a little experience and a desire to try a little scratchbuilding to enhance the end result.

SAMI

# Avro 707C

**PRO-RESIN 1/72**

BY TIM LARGE

Packed in Pro-Resin's regular style box come 45 parts in a soft cream-coloured resin. All panel lines are recessed, with the cockpit, wheel well and door detail being raised. There is a certain amount of flash and the odd air bubble here and there. The manufacturer has usefully provided two vacform canopies, and the instructions are easy to follow. The paint callout is given in the Humbrol, Model Master and Revell ranges.

## Construction

This all kicks off with the detailed five-part cockpit. The instructions show ejection seats, but those supplied are the correct bucket-style. In real life the 707C's cockpit was very cramped and this is reflected in the parts, as a great



## TECHNICAL DATA

|                                  |                     |
|----------------------------------|---------------------|
| Scale: 1/72                      | Kit No: 72029       |
| Price: TBA                       | Decal Options: 1    |
| Panel Lines: Recessed            | Status: New Tooling |
| Type: Resin                      |                     |
| Parts: Resin 35, Vacform Clear 2 |                     |
| Manufacturer: Olimp Pro-Resin    |                     |
| UK Importer: Hannants            |                     |

deal of cutting and thinning of seats and tub was needed to get them to fit. The control column (a lovely item) will fit only behind the instrument panel, so it



was left out. The rest of the build presented no problems, although I found filler was necessary for the joint between the two intake parts and the wingroots, as well as the tail-to-fuselage joint.

## Colour Options

Just the one, as only a sole 707C was built: aluminium, with Humbrol silver (11) being brushed on. The decals are up to Pro-Resin's recent high standard, presenting no problems whatsoever.

## Conclusion

Another fine kit from Pro-Resin. The cockpit was a bit of a pain, but you can't

have it all, and I was very happy to see two vacform canopies supplied, taking away the worry of messing the thing up. This is a kit for any Vulcan fan, as the 707 series were part of that V-bomber's development programme, with the 707C being intended as a trainer for pilots to convert to the big delta. Later, WZ744 was used as a test bed for fly-by-wire control from 1953-69.

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# Royal Aircraft Factory F.E.8

**CHOROSZY MOD. 1/72**

BY DAVE HOOPER

The box reveals the usual Choroszy collection of finely-moulded yellow-coloured resin. There is also a small bag containing the two tailbooms, which are made from a hard, strong compound that I have not come across before, but would hazard a guess that the material is nylon-based. The instructions are reasonably well laid out, but the plans are sadly not to scale.

## Construction

Problems surfaced almost as soon as I'd finished clean-up procedures. Unfortunately none of the internal parts fitted inside the narrow cockpit and I was forced to remove sidewall detail and thin the walls in order to squeeze the nicely rendered wicker chair into position. I omitted the ill-fitting instrument panel as there were gauges built into the sidewalls and I also removed the 1930s-style rudder pedals from the control column. Once all this was done the two fuselage halves stood a chance of being glued together, although a little brute force was still required. I also found the location point for the rotary engine to be poorly positioned. This was filled and a new location point drilled a few millimetres above the original position. The interplane struts turned out to be short, demanding replacements. I had to break and rebuild the pre-assembled tailboom section as the gaps at the tail ends were too wide. The material used for the tailbooms adhered reasonably well with superglue, although the bond was not quite as strong as I expect to get when bonding resin. As if I hadn't had enough problems already, the propeller was too large and each blade needed to be reduced by a couple millimetres in order to line up with plans and to avoid the prop hitting the ground and cutting through rudder control wires!

## Colour Options

Only one: 7626 of 41 Sqn. As one would expect this machine was PC10 overall with clear-doped linen undersides. The decals are nicely printed, and easy to use although



they are fairly thin so extra care is required during application.

## Conclusion

This was a very challenging kit, which I would have struggled to complete a few years ago. To compound all the fit problems there are also major accuracy issues with the wings, which, on the original F.E.8 were constructed with an angle of

incidence from the inner interplane struts outwards. The wings in the kit are completely flat. This can be cured with a razor saw, superglue and filler, but this just adds extra work to what is already a painful modelling exercise. On the plus side the material used to construct the tail booms is a useful innovation which in theory

could allow resin kit manufacturers to explore early aircraft previously felt to be too impractical to produce in 1/72 scale. I find it difficult to recommend this kit other than to those completist WWI modellers who must have everything.

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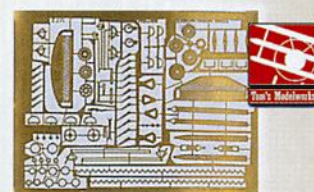
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# Gloster Meteor F Mk 8

**XTRAKIT 1/72**  
BY MIKE WILLIAMS

This is the first in a new line of kits from Hannants. You get two dark grey sprues, one clear, and a decal sheet from the Xtradecals range. The engraved panel lines are very neatly done, and there is an option for an early or late-type canopy, both of which are exceptionally clear. There are very few parts to this kit, but they



Gloster Meteor F Mk 8 1:72

## TECHNICAL DATA

|                                 |                     |
|---------------------------------|---------------------|
| Scale: 1/72                     | Kit No: 72001       |
| Price: £11.99                   | Decal Options: 3    |
| Panel Lines: Recessed           | Status: New Tooling |
| Type: Injection Moulded Plastic |                     |
| Parts: Plastic 75, Clear 6      |                     |
| Manufacturer: Xtrakit           |                     |
| UK Importer: Hannants           |                     |

add up to a detailed replica. The instructions are concise but can be confusing. Overall it has the feel of a top-end limited-run kit.



## Construction

As usual the cockpit comes first. This is a great little replica which goes together nicely and responds well to some dry-brushing to lift raised details. There is a three-piece ejection seat to which I added some foil straps. The cockpit floor doubles as the nosewheel bay and is then sandwiched into the fuselage, and here I suggest you fix it to one side only then

cram in as much nose weight as you can fit in and around the cockpit. Meteor models are notorious tail-sitters! Construction is very quick as the wings are moulded in two pieces, an upper and lower, which fit to the fuselage with a small smear of filler needed. I also added a piece of sprue inside to spread the fuselage slightly for better fit. One big flaw in the instructions is that they show the

# Junkers Ju 87A Stuka 'Anton'

**SPECIAL HOBBY 1/72**  
BY JAMES GRIFFITHS

The artwork on the front of this end-opening box features a beautiful painting of a Ju 87A in action, over what one can only assume to be Spain. Inside things look almost as good - three grey sprues with a large number of parts on each, a clear sprue, a comprehensive Eduard etch fret, a decal sheet, and a 10-page instruction book.

## Construction

Starting with the interior, seven stages show the construction of the cockpit, which features a lot of the etched details, including the very nice — if fiddly — gunner's seat, which was little more than a basket. A number of dials/controls and the nose intake details are added at the end of this phase and the fuselage halves joined together. Despite the lack of joining pins the fit was almost perfect with no filling required.

Once the fuselage was complete, attention turned to the wings, which have the characteristic 'gull' shape and extended flaps with associated counterweights and actuator levers all as separate parts. There was no problem



## TECHNICAL DATA

|                                       |                       |
|---------------------------------------|-----------------------|
| Scale: 1/72                           | Kit No: 72123         |
| Price: £13.65                         | Panel Lines: Recessed |
| Status: New Tooling                   | Decal Options: 3      |
| Type: Injection Moulded Plastic       |                       |
| Parts: Plastic 76, Etched 28, Clear 1 |                       |
| Manufacturer: Special Hobby           |                       |
| UK Importer: Hannants                 |                       |

with joining the wings to the body, only a little filling being required at the root. The rest of the construction was straightforward, only the struts which support the tail unit and wheel spats requiring care to set them correct.

## Colour Options

Four, all a combination of RLM 61/62/63 (Dark Brown/Green/Green-Grey) with RLM 65 (Light Blue) undersides. The camouflage pattern is Condor Legion 1937/38 splinter pattern with very sharp, angular demarcations.



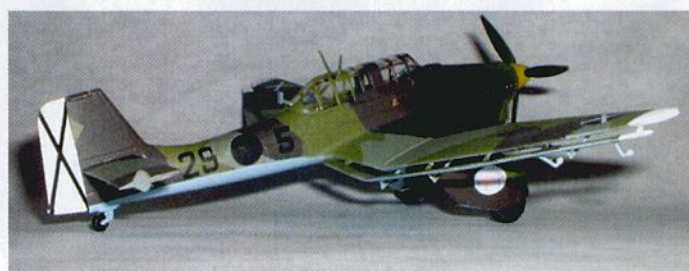
Masking is quite a complex operation and requires a bit of planning, but the results are worth it.

The decals are very sharply printed, although the black and/or white is a little out of register, but this isn't very noticeable. They adhere very well to the contours, and once on they don't want to move, so accurate initial placement is important.

## Conclusion

This is a very enjoyable kit to build, with plenty of detail, both exterior and interior, the latter quite visible through the large canopy, although an open version would be welcome. Recommended to all but the inexperienced modeller as some of the etch-work is quite complicated.

SAMI







undercarriage in situ as assembly progresses. This would make for a very difficult build, so I added the main wheel bays before joining the wings and left the legs, both main and nose, until after building and painting had been

completed. The main undercarriage is a bit clunky and simplified and would benefit from being replaced with Aeroclub's white metal set. The stay rods for the wheel guards have to be scratchbuilt. I made them from florists'

wire. Everything else fitted nicely, with a bit of filler needed on the front and rear of the engine nacelles and tailplane joint. A ventral fuel tank and a pair of underwing drop tanks are provided as options. The only items I added were a stretched sprue IFF antenna and whip aerial and a pin to replace the plastic pitot head, which I knocked off in the final stages of painting and finishing.

#### Colour Options

Three: VZ494 of 501 Sqn RAuxAF, Filton, 1957 in Dark Sea Grey/Dark Green/High Speed Silver; VZ495 of 222 Sqn, RAF Leuchars in the early 1950s in overall High Speed Silver; and (my choice) WH470 of 600 Sqn RAuxAF, RAF Biggin Hill in the early 1950s also in High Speed Silver. I used Humbrol Metal Cote polished aluminium thinned with cellulose thinner to speed drying time, then buffed with cotton wool and cotton buds to add a bit of tonal variation. I brushed on two coats of Klear before decalling. The decals

performed impeccably using Micro Set, though one small niggle was that on my sheet some of the smaller stencils were only just inside the area of carrier film and had to be handled with extra care.

#### Conclusion

Very good overall. The instructions could be clearer, and I recommend that they be studied carefully before committing to glue. I'm sure many of these will be built thanks to the vast array of markings and colours available for the Meteor.

SAMI



## Siebel Fh 104

**PAVLA** 1/72  
BY TODD ZEIK

The side-opening box includes 38 injection-moulded parts of a hard plastic, very little flash, but with heavy sprue attachment gates and some large injection towers on the larger parts. The 21 resin details for the cockpit, undercarriage, skis, and engines are well moulded with no flash and small attachment blocks. A photo-etch fret of 18 parts provides the finer details such as the instrument panel, antennas, exhausts and a pitot tube. Two vacform canopies are provided, both of which are very thick and had a strange, rough texture that diminishes their clarity.

#### Construction

Assembly started with the undercarriage, with each semi-enclosed spat unit being made up from several photo-etch parts and injection-moulded wheels. Location holes will need to be drilled in the centre of each wheel, in line with the spat bracing, and holes must also be added on the lower wing panels to locate the struts. The detailed cockpit is made up of five resin seats with cast-on seatbelts and a resin radio assembly, rounded out with a photo-etch instrument panel and printed acetate gauges. I had to trim the rear bulkhead panel to allow a better fit of the fuselage halves. Now it was time to tackle that ominous-looking vacform canopy. I masked around its edge as a cutting guide, leaving a few millimetres all round for sanding down, checking fit until the curvature matched the fuselage profile. Take some time here and work slowly: the canopy is much thicker than an average vacform and is a major part of the fuselage, so a seamless fit is essential. I still needed some filler to

**Siebel Fh 104 Hallore**  
1/72  
Made in Czech Republic

**TECHNICAL DATA**

|                                                        |                       |
|--------------------------------------------------------|-----------------------|
| Scale: 1/72                                            | Kit No: 72062         |
| Price: £16.99                                          | Panel Lines: Recessed |
| Status: Revised Tooling                                | Decal Options: 5      |
| Type: Injection Moulded plastic                        |                       |
| Parts: Plastic 28 Resin 22, Vacform Clear 2, Etched 18 |                       |
| Manufacturer: Pavla                                    | UK Importer: Hannants |

blend fuselage with canopy, which I attached with progressive applications of thin superglue, having first coated the inside of the transparency with Future/Klear to prevent fogging. Wings

and tailplanes were next to be added, using tube glue to allow plenty of working time as they are simple butt-joints. The engine nacelles were the last to be added, with plasticard needed to blank off the nacelles from the wheel wells to avoid see-through effect. Into the nacelles went the well-detailed engine cylinders, which needed some plasticard spacers to locate these properly. The resin exhaust stubs are much too tall and best replaced with plastic tube. The fit of the nacelle assemblies to the wings was poor, needing a lot of filler. The worst parts of the kit are the propellers, which are four individual blades with no pitch and all of different sizes. I replaced them with blades from the spares box and used only the kit's spinners.

#### Colour Options

Five: an overall RLM 02 machine with yellow nacelles machine from Eleusis,

Greece; an all-red race entrant flown by Ernst Udet circa 1938; a tropical camouflaged machine from the Grecian Theatre in 1942; the personal liaison aircraft of Adolf Galland; and an RLM 02 ski-equipped machine from Norway. I chose Galland's, as I thought the decals for the squadron markings were superbly printed. The decals are in perfect register, very thin and stick extremely well.

#### Conclusion

This kit is not for beginners due to the mixed media and difficult vacformed canopy, but I am quite pleased with the results. The completed model captures well the look of the aircraft as compared to the few photos I came across. Recommended, but with the proviso that some careful assembly and parts preparation is needed.

SAMI





# Polikarpov I-16 Type 24

**EDUARD** 1/48  
BY MICK CONDRÁ

The box contains six sprues of plastic, one part-painted photo-etch fret, a film for the instrument panel and masks for the cockpit glazing and wheels. The instruction sheet is glossy A4 format with very good notes on history and development.

## Construction

The cockpit has options for photo-etch or plastic, so it's down to personal choice. I used a mix of both. The control panel is made from delightful pre-coloured photo-etch. The only snag is that when fitted it cannot be seen, as it sits so far forward in the fuselage. I found the etched 'open' cockpit doors a bit tricky to bend. Location points on this kit are some of the smallest I have



### TECHNICAL DATA

Scale: 1/48 Kit No: 8149  
Price: £15.50 Panel Lines: Recessed  
Status: Revised Tooling Decal Options: 4  
Type: Injection Moulded plastic  
Parts: Plastic 137, Clear 2, Etched 29  
Also includes Express Mask and Acetate Film  
Manufacturer: Eduard  
UK Importer: Hannants/LSA

seen and care must be taken when assembling the fuselage. The front cowl-to-fuselage assembly was



slightly distorted, so to correct this a length of sprue was inserted so as to push the sides out to a circular cross-

section. The cowl then fitted neatly in place.

# Gloster Gladiator Mk I/Mk II Sea Gladiator

**PAVLA** 1/72  
BY IVOR RAMSDEN

This whole kit is very well presented, and it is clear that care has gone into its production. Thirty-three grey polystyrene parts, two vacform canopies, 28 resin parts and a decal sheet are supplied in Pavla's standard end-opening box. The 16-page instruction booklet starts with a brief history of the Gladiator, parts layout diagrams and colour details, which include FS numbers, Humbrol, and Czech Agama references. Sixteen assembly stages follow, then 10 pages of very comprehensive colour scheme drawings that show both sides of each subject aircraft as well as upper and lower plan views. Each colour option is accompanied by a comprehensive list of references, which is a very thoughtful feature that is to be encouraged. Optional pitot tubes, two- or three-bladed airscrews and carburettor air intakes are provided, as is an arrestor hook for the Sea Gladiator.

## Construction

It is not necessary to make a final decision upon which example to build until part-way through the construction, but from the start I just had to build one of the Sea Gladiators which were used in the defence of Malta because I 'met' one of these splendid aeroplanes there at the War Museum. Accurate colour notes are provided throughout the instructions. Assembly begins with the cockpit, the resin parts of which are adequate for all but the most fastidious superdetailer. The detail even extends to the lever for adjusting the pilot's seat! I added a sheet of armour plate behind the seat as many, if not all, of the Malta Gladiators had this



### TECHNICAL DATA

Scale: 1/72 Kit No: 72059  
Price: £16.99 Panel Lines: Recessed  
Status: Revised Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 28, Resin 28, Vacform Clear 2  
Decal Options: 4 Manufacturer: Pavla  
UK Importer: Hannants

locally-made modification. This is simply a piece of 10-thou card cut to the same section as the canopy just behind the seat. The engine is a beautiful resin casting and care must be taken to trim it so that it sits correctly within the cowl. One of my few niggles with this kit is that the cowl bulges which sit over each cylinder head are a tiny bit too prominent, but that really is nitpicking! Different inserts are supplied for the underside of the fuselage to either blank off or accommodate the recess for the arrestor hook. The fuselage needed a little trimming to allow the lower wing to fit snugly, but there were no other fit problems. The two vacform canopies are different but the instructions leave no doubt as to which should be used. Final assembly involves fitting the airscrew and upper wing. The wing strut locations are clearly marked but assembly is by butt joints and the use of a jig will help to line everything up. The three-bladed airscrew is rather thick and needs a lot of



trimming but the two-blader is very well moulded. Some references say that the Maltese aircraft were fitted with three-bladed airscrews from Blenheims. This is correct for some of them but note that this one was not, it was fitted with a standard Gladiator Mk II three-blade prop at the time it was photographed. The final instruction stage is rigging, which I chose not to follow, pleading failing eyesight. The decals are simply perfect in all respects and there's an ample supply of very useful spares for the decal bank.

## Colour options

Five options are given, and are well chosen to cover almost every possible finish that the RAF and Royal Navy used on their Gladiators. For the silver wings enthusiast there is an 87 Squadron Mk I from 1937. This is the B Flight commander's aircraft with a blue fin and wheel discs. The grim days of 1940 are represented by a camouflaged Mk I of 80 Squadron in Egypt and a Mk II of 247 Sqn at Roborough. This latter aircraft is made more interesting by having black-and-white undersurfaces and a victory marking. One of the most famous

Gladiators of all, N5519 of Hal Far Fighter Unit, Malta, in mid-1940 is actually a Sea Gladiator which was used by the RAF, and the final option is another Mediterranean aircraft, this time of 813 Squadron aboard HMS Eagle in 1940. Both Sea Gladiators are in Royal Navy camouflage, the Malta aircraft having black-and-white undersurfaces. I cross-checked the colour references and thoroughly confused myself as there are almost as many interpretations of the Sea Gladiator camouflage scheme as there are references. I leave it to you to decide who is right. I couldn't; all I can say is the model is finished in my interpretation of the scheme.

## Conclusion

This is a beautifully detailed and well thought out kit. It is light years ahead of all the other Gladiators in this scale and is a very welcome re-run of an old favourite, but I would have to recommend it only to more experienced modellers because of the wing assembly. The acid test on any kit is, would I buy another? The answer is, yes, several.

SAMI





### Colour Options

Options include a light green aircraft flown by Boris F Safonov, 72 SAP, Northern Fleet, Summer 1941; a grey aircraft of Genadij Tsokolajev, 4 GIAP, Baltic Fleet, Lake Ladoga, April 1942; two dark green aircraft of Lt Krichevskiy, 254 IAP, Leningrad front, 1942 and Lev L Shestakov, 69 IAP, Odessa, Summer, 1941, and finally, though not shown in full but appearing on the front of the instruction sheet as a side view is an all-white aircraft believed to have been flown by Lt Guryakov, 4 GIAP, Baltic Fleet, Soviet Navy, Winter 1941/42.

My initial reaction was that recommended interior colours were incorrect, but looking at the restored aircraft in New Zealand proved me wrong (assuming that it is correct). I used White Ensign Russian WWII paints and found them very similar to Xtracolor. Weathering was done with pencil and pastels. The decals are well printed and settled down nicely with Micro Set and Sol.

### Conclusion

I thoroughly enjoyed this build. It is a relatively easy model to make if you are used to photo-etch, and would be a good start to anyone who hasn't used this medium before. Well done, Eduard!

SAMI



## Gloster Gamecock II

**BROPLAN 1/72**  
BY DON ROBSON

In 1928 the Finnish Air Arm was supplied with two Gloster Gamecock II pattern aircraft. Fifteen more were built under licence by the National Aircraft Factory in Helsinki and delivered in 1929/1930. They were fitted with interchangeable wheel and ski landing gear. With the local name *Kukko*, the Gamecocks were still in service as fighter trainers when the Winter War began in 1939 and the last was not retired until 1944. This kit is of the wheeled version and comes bagged inside a rather fragile box. It comprises two sprues of grey, almost transparent, plastic and a sheet of decals. The plastic was soft and the parts were not particularly well formed, with lots of flash. The instructions, on double-sided A4 and A5 sheets, are in the form of an exploded view and colour plans.

### Construction

I started with the cockpit area which is very basic, comprising just a floor, seat



and control panel. The two-part Jupiter engine would be a prime candidate for an aftermarket replacement as it has very little detail, and the propeller is also basic. After cutting out a windscreen from the supplied clear plastic I carefully attached it to the fuselage (actually, I cut out three, but lost two in the carpet...)

I found the wing struts virtually unusable because of flash, so I used the kit struts as a pattern to fashion plasticard replacements. The outer wing



struts were cemented to the lower wing and aligned using two angle jigs, necessary because the struts are not only angled forward but also outward. Before the joints had time to harden I attached the upper wing onto the struts and placed the model in a jig which held it in the correct position. When the cement had set I put tiny drops of cyanoacrylate on the strut joints to strengthen them, and then attached the remaining cabane struts, which also were plasticard replacements. Fitting the undercarriage was straightforward, and there just remained the rigging, which I made from stretched sprue.

### Colour Options

Early aircraft were painted silver overall with the upper fuselage decking in olive green. Later deliveries were painted olive green overall with either silver or light blue undersides. There are enough codes for four silver aircraft and two for the olive green scheme. I decided on the silver scheme of GA-45 based at Utti 1938-31, simply because it looked good

and because I had a photo of the actual aircraft. I sprayed the model with Humbrol metallic silver and when this had dried added the olive green to the upper fuselage.

I approached the decals with some trepidation as I had reports about Broplan decals being fragile. Indeed, the instructions said to apply at least two coats of clear acrylic to the decal sheet before using them. This I did and on testing a piece of decal in water found no problems. The blue Finnish swastikas on the decal sheet came without any white circular backgrounds which I chose to spray, although a circle of white decal would have sufficed.

### Conclusion

This is a very basic kit, but with a little effort and a new white metal or resin engine it could be made up into a nice model. However, it would be a challenge to all but the experienced modeller.

SAMI





# Pfalz D.VIII

**ARDPOL 1/72**

BY DAVE HOOPER



The Pfalz D.VIII was perhaps one of the least well known of all Germany's WWI front line fighters. This is not really surprising as only 19 examples reached the Front. What was a surprise (and a nice one at that) was the unexpected arrival of this kit, comprising a collection of finely cast pale grey resin. Of particular note are the wings, which



have superbly thin trailing-edges. The instructions are well laid out and easy to follow, but it's a shame that the plans aren't to scale. Painting instructions are very primitive, quoting only basic colours such as 'green' or 'cream'.

## Construction

I can't remember ever having such an easy time with a resin kit. The fit throughout the build was excellent and basic construction was almost completely trouble-free. The only minor problem I had concerned the tailplanes, as two port side parts had been provided. However it was relatively easy to reshape one of them to fit on the starboard side. Even the struts fitted reasonably well without

too much resizing making fitting of the upper wing a doddle.

## Colour options

Two colour options are provided but no information is given about these aircraft. I am 99.9% certain that the two aircraft are Paul Baumer's Jasta 2 mount and an unknown machine from Jasta 29. Colour profiles of both aircraft can be found on Bob Pearson's excellent 'cbrnp' website. No lozenge decals are provided, so I used a home-made inkjet printed five-colour sheet. The decals that are provided are very nicely printed and easy to use, although it is pretty well documented that the stripes on the side of Paul Baumer's aircraft were red/white/black (Germany's national colours), not red/white/blue as supplied.

## Conclusion

Having just spent a gruelling couple of months on a large project, this kit was just what the doctor ordered. It was fun to build and contained no hidden surprises to slow construction. The only slight problems I had were with missing pieces, which is very common and understandable with this type of resin kit. One doesn't need to gaze into a crystal ball to predict that a Pfalz Dr.I will follow and I can't wait. Highly recommended.

SAMI





# Kamov Ka-29 'Helix'

**REVELL 1/72**

BY DAVID HOLMAN

This is a very welcome new item originally released by Zvezda. Inside the box are two grey sprues and separately bagged clear parts. The A4 instructions are to Revell's usual standard and there is also an amendment sheet to correct a few part numbers in the kit diagrams.

## Construction

Assembly begins with the cockpit. The smaller parts contained a lot of flash and required a quick clean up. The cockpit is very well detailed, as apart from the usual seats and instrument panel there is extra equipment such as the thermal imaging gear and ASW scanner. The main parts go together easily with minimum need to fill joint lines etc. I only needed a little Tipp-Ex on the top of the fuselage just ahead of the air intakes. The undercarriage struts were a little fiddly, as the



diagrams are not very clear and additional references may be needed. The rotor assembly took a whole evening session to build up the 21 parts that make up Kamov's trademark co-axial system. There is an option to arm the model with four rocket launchers.

# Brewster F2A-3 Buffalo

**SPECIAL HOBBY 1/72**

BY BRIAN DERBYSHIRE

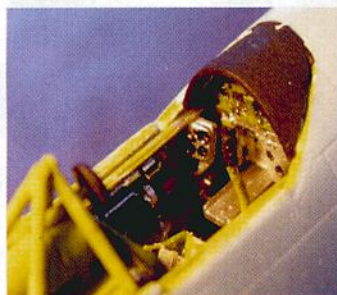
I believe this is the first 1/72 kit of Brewster's F2A-3 — the only version to see operations with US forces. It had a bad press, but the inexperienced Marine Corps pilots of VMF-221 would probably have been just as badly mauled had they flown Wildcats.

There is no tailhook, but a saw cut and a scrap of card will fix that. This is as nice a set of parts as I have seen on any low-volume kit. There are no tabs, rather thick trailing-edges, and fragile small parts, otherwise the styrene mouldings are excellent except for the cowlings' see-through intakes (add some semblance of ducting behind them). The resin parts are even better, the interior detail being absolutely awesome. Transfers are in-register, well-coloured, and complete. The transparencies are a bit woolly, but they'll do, provided you can make the windscreen fit!

The instructions are exploded views, and could use much more positioning detail in the cockpit and wheel bay.

## Construction

Good news: the propeller's resin hub



and styrene blades have lap rather than butt joints.

Bad news: (1) All the interior detail is cramped inside the fuselage halves, so dry-fit and trim every part before gluing anything. Remove the fuselage belly ribs, or the tank won't fit. (2) The forest of struts in the wheel bay is daunting. In the end I cut out the section between the wheels (later replacing it, with card packing to fill the saw cuts) so that I could install the struts into a complete box, with no free ends waiting to be broken off when joining the fuselage halves. (3) Install the engine only after joining the fuselage halves. About 0.030" packing will make the engine sit at the right depth within the cowl. (4) Check and trim the wingroots very carefully to give the correct dihedral. Lightly chamfer round the outside, so they sit snugly in their recesses. (5) I had awful trouble with the windscreen. Inevitably, the kit part is of much more than scale thickness, and not only has to

## Colour Options

The painting and markings guide is very clear. I went for the two-tone grey camouflaged version, Red 66, finished with a combination of Xtracrylix and Tamiya paints. The other options are Yellow 38 and Blue 209, both finished in a two-tone blue/grey. The decals are very well printed and have good colour register.



## Conclusion

With some very crisp and accurate recessed panel lines and rivets this model can be highly recommended. There is an aftermarket detail set available from Heliborne, but I was quite happy with the kit offerings. A very rewarding build and an unusual addition to the collection.

SAMI

fit over the top of the fuselage but must also clear the sides of the instrument panel to avoid capillary effects. I had to cut so deep that the scuttle fell off. To avoid all this trouble, look for an antique Squadron or Falcon vacform canopy.



## Colour Options

All options are in Blue Gray/Light Gray:

1. USS *Lexington*, 1941-42. Four small star/spot insignia, white codes. In the F2A's only carrier-borne action, on 10 January 1942, a Japanese submarine was strafed by 2-F-10, 2-F-11 and 2-F-17 (The code supplied is 2-F-18).
2. From MCAS Ewa, Hawaii, April 1942. Large star/spot insignia, tail stripes, black code 2-MF-13. Note: apply the stars 'right way up' not as instructed!
3. From VMF-221, Midway, June 1942 — the F2A's last (naval) fling. Medium plain stars, no tail stripes, black codes MF-15 (Capt W C Humberd, 1 kill) with option for MF-11 (Capt P White, 1 kill, 1 damaged).

The transfers went on well. They're

opaque, very thin, and snuggled down into the panel lines without any treatment other than soaking off the backing sheet. No silvering either, but take care to get your positioning right first time, because the price for this excellence is fragility.

## Conclusion

Though it needs considerable care to build, this kit trounces all previous efforts. By the look of the sprues we may expect earlier versions too, so if you like Sky Pearls and Peanut Specials, look no further. Highly recommended — except for that windscreen!

SAMI





Every month a bewildering selection of etched brass and resin accessories is released by the aftermarket manufacturers. The interest generated by these is enormous, and while far more are probably bought and sold than ever actually used, the fascination they hold for the modelling public is sufficient to warrant serious attention from magazines such as this. *Scale Aviation Modeller International* has a policy of featuring every item received, and this section has become a first point of call for many modellers on the lookout for those optional extras to superdetail their kits.

Manufacturers are invited to submit their products, no matter how limited the run, for consideration in these pages.

# Spitfires, Seats... and Wellingtons

## PAVLA

Yet another manufacturer with update parts for Trumpeter's Wellington is Pavla, with two sets, the first providing detailed interiors for the Browning FN5 turrets fitted to the Wellington Ic. The second set comprises a replacement interior for the navigator's and wireless operator's compartment. They have not yet replaced the cockpit: maybe that's for next month? It really is a Trumpeter month from Pavla as they have also produced cockpits for the 1/48 scale Wyvern and the recently released 1/72 scale Gannet. Finally in both 1/72 and 1/48 scales we get conversions to produce a Spitfire HF.VI from the Tamiya kit. These sets include a small decal sheet for two aircraft.

## 1/72

### Gloster Gladiator Ski Undercarriage and Decal Sheet

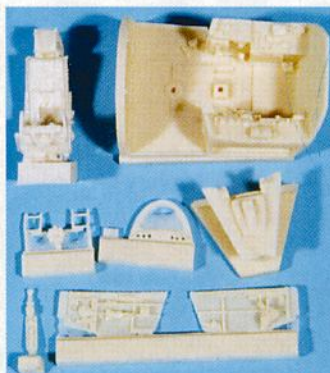
Product No: U72-76 Price: £12.10

Designed for: N/A

### Spitfire HF. Mk VI and decal sheet

Product No: U72-75 Price: £12.10

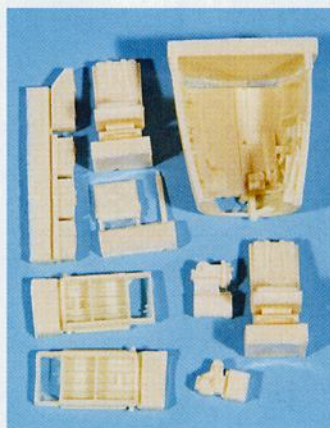
Designed for: Tamiya



Westland Wyvern S.4 Cockpit



Gannet AS.1/4



B-25B Mitchell Nose

## 1/48

### Westland Wyvern S.4 Cockpit

Product No: C 48011 Price: TBA

Designed for: Trumpeter

### B-25B Mitchell Nose

Product No: U 48-15 Price: £12.10

Designed for: Accurate Miniatures/Italeri

### Wellington IC Navigator's and Wireless Operator's Compartment

Product No: U 48-16 Price: £12.10

Designed for: Trumpeter

### Spitfire HF.VI and Decal Sheet

Product No: U 48-17 Price: £14.10

Designed for: Tamiya

### Vickers Wellington Mk. IC GN5 Gun Turrets

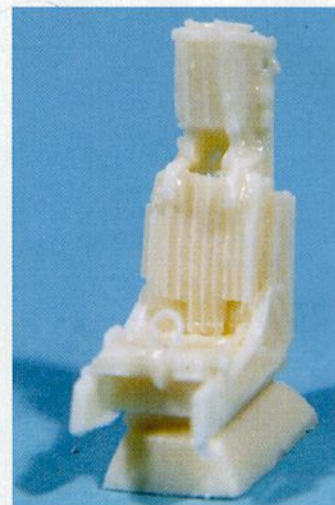
Product No: U 48-18 Price: £16.50

Designed for: Trumpeter

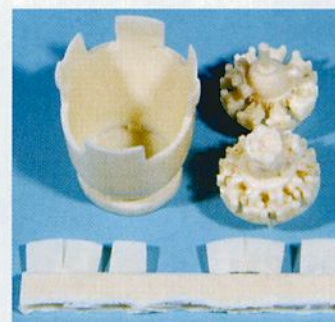
### Martin-Baker Mk 2B Ejection Seat

Product No: S 48025 Price: 1.99

Designed for: Wyvern, Meteor T7, Attacker FB.2



Stencel S-111-S (SJU-4) Ejection Seat



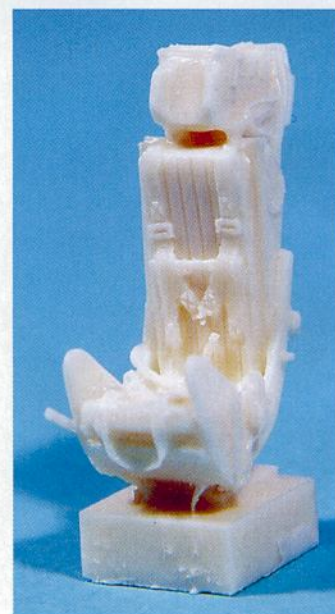
F6F-3 Hellcat Engine Set

## Conclusion

If you are building the Wellington the extra detail provided by the replacement gun turrets will be particularly welcome, and our Deputy Editor descended on the Gannet set as soon as it arrived in the office like Gollum with cries of "My precious!"

As always Pavla offer some good value sets that are available in the UK from Hannants.

SAMI



Martin-Baker Mk 2B Ejection Seat



### Spitfire HF.VI and Decal Sheet

### Stencel S-111-S (SJU-4) Ejection Seat

Product No: S 72042 Price: £1.75

Designed for: AV-8A, AV-8B, Alpha Jet

### Gannet AS.1/4

Product No: C 72055 Price: TBA

Designed for: Trumpeter

### F6F-3 Hellcat Engine Set

Product No: U 72-77 Price: TBA

Designed for: Hasegawa/Academy



# These Are No Mirage

## RENAISSANCE

Following Renaissance's decal sheet from we have now received a selection from their resin range. All parts are cast in cream resin with only minimal cleanup required. I must say that this is some of the strongest smelling resin I have ever come across, so working in a well ventilated space is a must.



2000-litre Auxiliary Tanks (Rp541-432) for Mirage 2000

The instructions are supplied in French only, though construction of most parts is very obvious. On the more complicated Mirage 2000 detail set the instructions also include colour photographs that will be a big help.

## 1/48

### 1300-litre Belly Tank (Rp522) for Mirage 2000

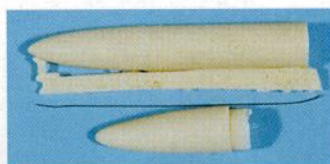
Product No: 48026 Price: £TBA

Designed for: Heller

### 2000-litre Auxiliary Tanks (Rp541-432) for Mirage 2000

Product No: 48027 Price: £TBA

Designed for: Heller



1300-litre Belly Tank (Rp522) for Mirage 2000

### Superdetail Set for Mirage 2000

Product No: RF48/029 Price: £TBA

Designed for: Heller

### Conclusion

If you have a Heller Mirage 2000 on your 'to build pile' these sets will enable you to produce a state-of-the-art kit from



Superdetail Set for Mirage 2000

this ageing plastic.

The full R-Flight range can be viewed on their website at [www.renaissance-models.com](http://www.renaissance-models.com).

SAMI

# Fetching Etchings

## EDUARD

I would have been very surprised if Eduard did not have some brass for Trumpeter's Wellington amongst this month's new releases and I was not to be disappointed, as there are three sets. The first supplies a complete set of pre-painted seatbelts, while the others detail the bomb bay and replace the fins on the bombs for more scale-like appearance.

Another model that gets an Eduard makeover is Trumpeter's Westland Wyvern. We start with a pre-painted cockpit set to Eduard's normal high standard that is available as a basic Zoom set or as a more complicated Standard set that includes a another brass sheet to add yet more detail.

The old ESCI MiG-23 Flogger has been reissued by Italeri and Eduard have produced some much-needed enhancements with both external and cockpit sets. This month there are also a few new sets for the Messerschmitt Bf 109 that include a Zoom set with a pre-finished 'K variant's instrument panel and two sets to detail the 1/32 'G-14 both inside and out. Finally we have a

set of placards for the 1/24 scale 'G from Trumpeter.

## 1/48

### MiG-23 Flogger

Product No: FE357 Zoom Price: £4.99

Designed for: Italeri

### Westland Wyvern S.4

Product No: FE373 Zoom Price: £4.99

Designed for: Trumpeter

### Westland Wyvern S.4 Exterior

Product No: 48 538 Price: £11.75

Designed for: Trumpeter

### MiG-23 Flogger Exterior

Product No: 48 540 Price: £13.50

Designed for: Italeri

### Wyvern S.4 Wheel Wells

Product No: 48 541 Price: £11.75

Designed for: Trumpeter

### Wellington Mk I Bomb Bay

Product No: 48 550 Price: £31.99

Designed for: Trumpeter

### Wellington Mk I Bomb Tails

Product No: 48 552 Price: £10.50

Designed for: Trumpeter

### Fw 190A-8 Wooden Landing Flaps

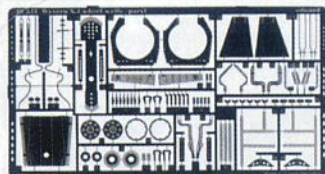
Product No: 48 560 Price: £10.50

Designed for: Eduard

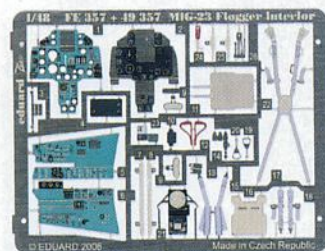
### Wellington Seatbelts

Product No: 49 045 Price: £4.99

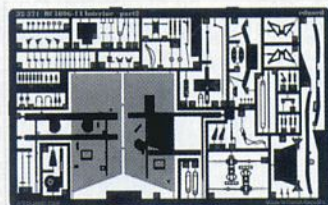
Designed for: Trumpeter



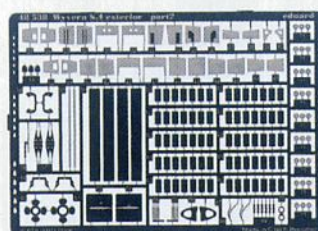
Wyvern S.4 Wheel Wells



MiG-23 Flogger



Messerschmitt Bf 109G-14 Interior



Westland Wyvern S.4 Exterior

### Heinkel He 177 Greif Seatbelts

Product No: 49 035 Price: £4.99

Designed for: MPM

### MiG-23 Flogger Interior

Product No: 49 357 Price: £11.75

Designed for: Italeri

### Westland Wyvern S.4 Interior

Product No: 49 373 Price: £11.75

Designed for: Trumpeter

## 1/32

### Messerschmitt Bf 109K Instrument Panel

Product No: 33 015 Zoom Price: £5.60

Designed for: Hasegawa

### Messerschmitt Bf 109G-14 Exterior

Product No: 32 165 Price: £11.75

Designed for: Hasegawa

### Messerschmitt Bf 109G-14 Interior

Product No: 32 571 Price: £11.75

Designed for: Hasegawa

## 1/24

### Messerschmitt Bf 109G-6 Placards

Product No: 23 007 Price: £5.60

Designed for: Trumpeter

### P-40B Tomahawk

Product No: 23 008 Price: £5.60

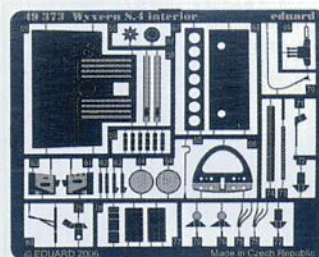
Designed for: Vintage

### Conclusion

When I first started modelling in the late 1960s the 1/72 scale model was King, but in recent years we all seem to be getting larger, and not just around the



Messerschmitt Bf 109G-6 Placards



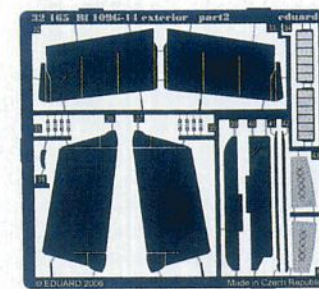
Westland Wyvern S.4 Interior

waistline. This is the first month that I can recall in which Eduard have produced no 1/72 sets at all.

One concern that I have is with the pre-painted sets, where you need to match the colour of the brass with the paint to be used in the rest of the cockpit. This is particularly noticeable on the MiG-23 sets where the distinctive internal blue colour is very vivid and does not match any of the Soviet paints in my collection. This is a small niggle as the detail of the pre-painted sets is to a far higher standard than I could manage, even on my best day.

These items are available in the UK from LSA Models and Hannants.

SAMI



Messerschmitt Bf 109G-14 Exterior



# Welly Bits

## GRIFTON

The Trumpeter Wellington seems to have inspired a few of the aftermarket manufacturers this month, and here Griffon have produced some weighted resin wheels to replace the kit's vinyl and plastic examples. Their other Wellington release combines resin and brass and enables you to display the flaps in the lowered position.

Finally this month we have a set of replacement exhaust pipes for Special Hobby's Barracuda that are far superior to those provided in the kit, and should be considered an essential purchase for anyone building it.

## 1/72

### Wellington Wheel Set

Product No: GRF48057 Price: £3.85

Designed for: Trumpeter

### Wellington Flaps

Product No: GRF48058 Price: £26.25

Designed for: Trumpeter

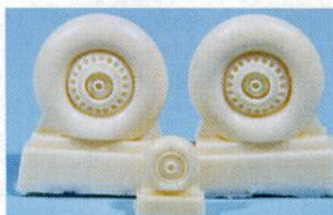
### Barracuda Mk V Exhausts

Product No: GRF48061 Price: £4.65

Designed for: Special Hobby

### Conclusion

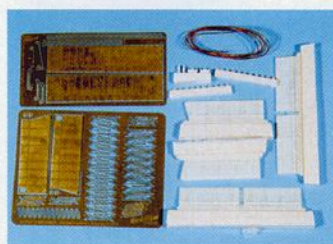
All of these set are up to Griffon's usual



Wellington Wheel Set

standard. The wheel and exhaust sets are simple drop-in replacements, with only a small amount of cleaning up required. The Wellington flap set is a different beast as it is far more complicated. Here you are working with small etched brass parts as well as resin, so it is best suited to someone with a bit of modelling experience under their belt. Our thanks to Griffon for the samples. Hannants are UK stockists.

SAMI



Wellington Flaps

# Resin for 'Rhinos'

## S F VENTERS

The third release from Mr Venters is designed for Tamiya's F-4D and supplies the parts to produce the Herpes modification seen on the Rhino during its last years of service.

## 1/32

### F-4D Phantom AN/ALR-69 (V)-2 RHAW Modification

Product No: 32003 Price: \$12.95

Designed for: Tamiya



F-4D Phantom AN/ALR-69 (V)-2 RHAW Modification

### Conclusion

It is hard to believe that this is only Stephen F Venters' third resin set as the standard of presentation and the quality of the resin castings would be the envy of many long-established manufacturers, and the very reasonable price of \$12.95 makes this set a real bargain. I am sure that many modellers will be hoping that it will be scaled down to 1/48 scale. At present we are not aware of a UK importer, but this set can be ordered online at [www.ventersaerospace.com](http://www.ventersaerospace.com) where you can also see samples of this manufacturer's range of signed prints that cover all periods of aviation.

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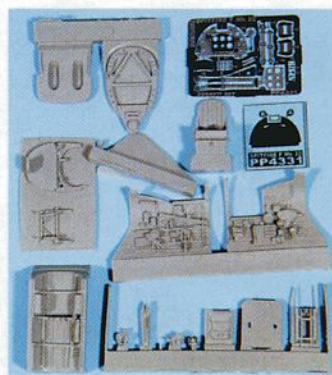
The addition of the AN/ALR-69 (v)-2 RHAW modifications added a number of unsightly wart-like blisters to the proboscis under the radome on the F-4D and to its parabrate door. This set consists of four parts beautifully cast in white resin. These are two alternative parts for the nose assembly — either a complete solid resin nose that also acts as a nose weight or a separate proboscis for those who wish to modify the kit parts to display an open radome. Also included are a new brake chute door with its blisters, and a new TACAN antenna. A small decal sheet provides the warning markings carried on the nose, and finally a well-drawn instruction sheet guides you through the assembly process.

# Cockpits Galore

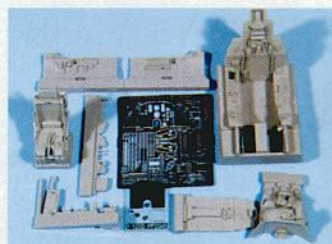
## AIRES

Aires are contributing to one of the great mysteries of 2007: why does Eduard's Fw 190's need replacement parts? It started with Eduard themselves producing a selection of etched brass detail sets, and last month Aires replaced the wheel bay with a higher quality resin one. But does this kit really need a replacement cockpit or a superdetailed engine, both of which are more than adequate out of the box?

There are a few more new cockpit sets this month including, a must-have for anyone building Trumpeter's F-105D Thunderchief. Also newly released are very nice replacement cockpit sets for Hasegawa's 1/32 scale Spitfire V and Airfix's Spitfire 22. Last month Aires produced two sets of exhaust nozzles for the Saab Gripen; this month both open and closed nozzles are scaled-down to 1/72 scale.



Spitfire F.22 Cockpit Set



F-105 Thunderchief Cockpit Set

### Spitfire F.22 Cockpit Set

Product No: 4331 Price: £7.10

Designed for: Airfix

### Ilyushin Il-2 Wheels and Paint Masks

Product No: 4332 Price: £4.50

Designed for: Accurate Miniatures

## 1/72

### JAS-39C Gripen Exhaust nozzles — Closed

Product No: 7165 Price: £4.50

Designed for: Italeri

### JAS-39C Gripen Exhaust nozzles — Opened

Product No: 7166 Price: £4.50

Designed for: Italeri

## 1/48

### Focke-Wulf Fw 190A-8 Cockpit Set

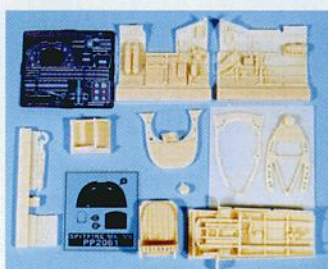
Product No: 4313 Price: £8.70

Designed for: Eduard

### Focke-Wulf Fw 190A-8 Engine Set

Product No: 4315 Price: £23.99

Designed for: Eduard



Spitfire Mk V Cockpit Set

## 1/32

### F-105 Thunderchief Cockpit Set

Product No: 2045 Price: £16.70

Designed for: Trumpeter

### Spitfire Mk V Cockpit Set

Product No: 2061 Price: £10.99

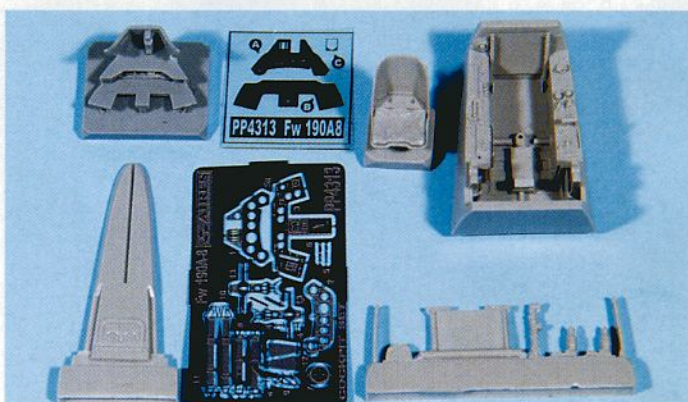
Designed for: Hasegawa

### Conclusion

As always Aires sets are of the highest quality, with clear assembly instructions, their only drawback is the lack of colour notes which means that further research is required when building their cockpit sets.

In the UK these items can be purchased from LSA Models and Hannants.

SAMI



Focke-Wulf Fw 190A-8 Cockpit Set



# More Wimpeys

**CMK**

Trumpeter's 'flavour of the month' Wellington has been given the CMK treatment with two sets for the undercarriage and bomb bays. What is interesting is that Pavla, Griffon and CMK have all decided to detail different areas with their resin upgrades. Have they formed a masterplan or is it just blind luck?

CMK also return to their in-depth coverage of the Airfix BAC TSR.2 with two sets covering the undercarriage and

bomb bays to add to the three sets reviewed in January's issue. Finally Italeri's B-26K Counter Invader gets a well detailed cockpit set that combines resin with Eduard-style pre-coloured brass for the instrument panel and seatbelts.

**1/72**

## BAC TSR.2 Undercarriage and Wheel Set

Product No: 7134 Price: £12.85

Designed for: Airfix

## BAC TSR.2 Bomb Bay Set

Product No: 7135 Price: £7.50

Designed for: Airfix

## B-26K Counter Invader Cockpit Set

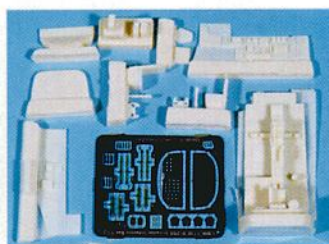
Product No: 7136 Price: TBA

Designed for: Italeri

## B-26K Counter Invader Undercarriage and Wheel Set

Product No: 7137 Price: £11.60

Designed for: Italeri



B-26K Counter Invader Cockpit Set



Wellington Undercarriage and Wheel Set

**1/48**

## Wellington Bomb Bay Set

Product No: 4183 Price: £20.50

Designed for: Trumpeter

## Wellington Undercarriage and Wheel Set

Product No: 4184 Price: £11.25

Designed for: Trumpeter

## Conclusion

If you want to go to town on a Wellington these sets can be recommended, as the detail is far superior to the plastic parts. The downside is that if you want to purchase all of the aftermarket parts reviewed this month you will need a lottery win or a

very friendly bank manager. The TSR.2 is also getting the full aftermarket treatment and now that Airfix seem to be on the road to recovery I wonder how long it will be before we see this kit back on the shelves? Finally the Invader cockpit set has to be my favourite of this month's releases, as once assembled and painted the resin parts will look amazing, and the pre-finished brass just adds that finishing touch with detail that it is impossible for the average modeller to reproduce with a paint brush.

These items can be purchased in the UK from Hannants and in Germany from Aeromodel.

SAMI



Wellington Bomb Bay Set

# Exhausts and Engines

**QUICKBOOST**

The Aires budget range continues with more of the same well-cast resin, hollowed-out exhaust pipes, beautiful gunsights and well-detailed engines and ejection seats in all the major scales. Most modellers should find something of interest in their extensive range.

**1/72**

## K-14 US Gunsights

Product No: QB 72 066 Price: £1.50

Designed for: P-47D-40-RE, P-47N, P-47M, P-51D etc.

## N-3A/B US Gunsights

Product No: QB 72 067 Price: £1.50

Designed for: from P-47D-20-RE, P-51B, P-38J etc.

## Mk VIII US Gunsights

Product No: QB 72 068 Price: £1.50

Designed for: P-47D-20-RE, P-47D-35-RE, F4F Wildcat, F4U Corsair etc.

## GM2 British Gunsights

Product No: QB 72 069 Price: £1.50

Designed for: Spitfire Mk V, Early Spitfire Mk IX, Hurricane Mk I/II

## P-39Q/N Airacobra Engine

Product No: QB 72 070 Price: £2.60

Designed for: Academy

## Messerschmitt Bf 109G-6 Exhausts

Product No: QB 72 071 Price: £1.50

Designed for: Fine Molds

## Kawasaki Ki-61-I Exhausts

Product No: QB 62 072 Price: £1.50

Designed for: Hasegawa

## P-47D Thunderbolt Engine

Product No: QB 72 073 Price: £2.60

Designed for: Hobby Boss

**1/48**

## P-39Q/N Airacobra Exhausts

Product No: QB 48 078 Price: £1.99

Designed for: Eduard

## Ilyushin Il-2 Exhausts

Product No: QB 48 079 Price: £1.99

Designed for: Accurate Miniatures

## P-61A Black Widow Gun Barrels

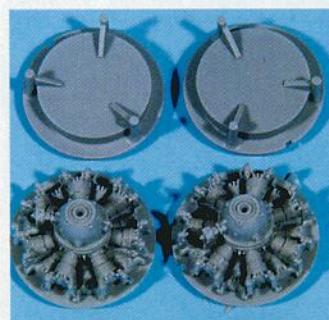
Product No: QB 48 080 Price: £2.60

Designed for: Monogram

## DC-3 Dakota/C-47 Engines

Product No: QB 48 081 Price: £4.80

Designed for: Monogram



DC-3 Dakota/C-47 Engines



P-39Q/N Airacobra Exhausts

## Spitfire Mk V Exhausts

Product No: QB 48 082 Price: £1.99

Designed for: Tamiya

## Bristol Beaufighter 'Porcupine' Exhausts

Product No: QB 48 083 Price: £2.60

Designed for: Tamiya

## Messerschmitt Bf 109F Tropical Dust Filter

Product No: QB 48 084 Price: £1.99

Designed for: Hasegawa

**1/32**

## F-117A Ejection Seat with Harnesses

Product No: QB 32 021 Price: £3.50

Designed for: N/A

## Conclusion

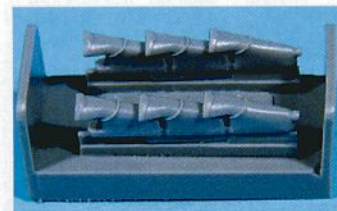
The quality of Quickboost resin is first-rate and even better news for UK readers is that these sets retail for prices considerably less than equivalent products from the USA.

These items can be purchased from both LSA Models and Hannants.

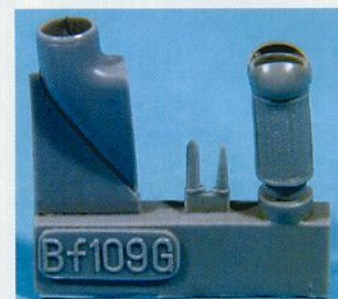
SAMI



P-47D Thunderbolt Engine



Spitfire Mk V Exhausts



Messerschmitt Bf 109F Tropical Dust Filter



F-117A Ejection Seat with Harnesses



Aftermarket decal sheets are another of those crucial aspects of the hobby that excite such attention. Reviews of decal sheets received not only provide information on available products, but can act as a useful reference point in its own right.

*Scale Aviation Modeller international* recognises the importance to the modeller of all aftermarket products, and our commitment to featuring new releases of decals, kits and accessories is absolute.

All items received for review will be treated with serious and professional consideration.

# Luftwaffe Selection

## PEDDINGHAUS

At Scale Model World 2006 we were introduced to the extensive range of decals from the German company Peddinghaus which covers all the major scales from 1/144 to 1/32. These new sheets cover WWII Luftwaffe aircraft and are all are well printed and include simple instructions which show the position of the major markings and stencils. Unlike most aftermarket decals these have an overall carrier film that you have to trim close to each image before use.

### 1/72

#### EP 1316 Arado Ar 234B-2

Arado Ar 234B-2. Maj Hans Georg Batcher, III/KG76, 1945.

#### EP 1319 Arado Ar 234B-2BR

Arado Ar 234B-2BR. Oblt Werner Muffey, Kommando Sperling, 1944.



#### EP 1323 Junkers Ju 52/3m

Flugdo/Ln.Regt.(Mof), Africa, July 1943.

#### EP 1338 Junkers Ju 88A-4

KG3, Ostfront Herbst, 1941.

#### EP 1340 Junkers Ju 88D-1

2.(f)22 Ostfront, Winter 1942.

#### EP 1322 Junkers Ju 52/3m

5.Staffel IV KG.z.b.v 1, April 1942

### 1/72

#### EP 1325 Ju 52/3m Squadron Badges

This sheet supplies 19 badges carried by Ju 52/3m units. Some research is needed to supply individual aircraft codes as no instructions are provided.

#### EP 1327 Messerschmitt Bf 109K-4

Stab III/JG 53, Lt Ernst Dieter Bernhard, 19 April 1945.

#### EP 1330 Henschel Hs 129B-2

8.(PZ) Sch.G.1, Kuban, Russia, May 1943.

#### EP 1330 Henschel Hs 129B-1

5 Sch.G.1, Kuban, Russia, June 1942.

#### EP 1345 Messerschmitt Bf 110G-2

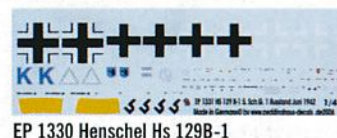
12. SG77, Ostfront, 1943.

#### EP 1347 Messerschmitt Bf 110D-3

ZG-1, Ostfront Herbst, 1942.

### Conclusion

Luftwaffe subjects are one of the most popular with modellers so these sheets are guaranteed a market as they cover some interesting schemes that I have not previously seen covered in decal form. My personal favourite is the Bf 110 nightfighter that includes large skeletal claws on the forward fuselage



#### EP 1345 Messerschmitt Bf 110G-2



#### EP 1323 Junkers Ju 52/3m



#### EP 1322 Junkers Ju 52/3m



#### EP 1330 Henschel Hs 129B-2



#### EP 1347 Messerschmitt Bf 110D-3

and on top of the engine cowlings.

Peddinghaus have a German language website for ordering which is easy to navigate even for a non-German speaker. See their advertisement in this issue for more details.

SAMI

# Aerobatics, French Style

## TOULOUSE

The latest release from this French company has a particular significance for their home market, as it covers the markings of the Socata Epsilon of the French Air Force's *Cartouche Doré* aerobatic display team which has been thrilling crowds since 1989 but is rarely seen outside of the European mainland. The sheet provides markings for the team's aircraft in 1989, 1992, 1997, 2002 and 2004. During this period the aircraft's markings have changed several times, starting with a striking black, gold and white scheme in 1989. During 1992 the aircraft reverted to a standard training scheme of white and Day-Glo orange with a small team badge under the cockpit. In 1997

the aircraft were repainted in a blue, yellow and white scheme that has remained standard, with the addition of commemorative badges in 1999 and 2004 to celebrate the team's 10th and 15th anniversaries.

### 1/72

#### 1989 and 1992

1. TB.30 Epsilon 315-XO/98.
2. TB.30 Epsilon 315-YL/121.
3. TB.30 Epsilon 315-XR/101.

#### 1997, 2002 and 004

1. TB.30 Epsilon F-SEXI.
2. TB.30 Epsilon F-SEXQ.
3. TB.30 Epsilon F-SEYH.
4. TB.30 Epsilon F-SEXV.

### Conclusion

These decals are very well printed,

especially the gold trim for the 1989 scheme, and sufficient markings are provided to produce one of the team's aircraft from each year. The instructions are superb, with clear placement guides and colour matches to the Tamiya paint range. Unfortunately, in 1/72 scale the only model of the Epsilon is the resin kit from Dujin, and at £22 apiece modelling all five aircraft may prove to be an expensive project.

Another superb sheet from Toulouse that will be welcomed by all those with an interest in aerobatic team aircraft or l'Armée de l'Air. Our thanks to Toulouse for supplying the review sample. To purchase this or any of the other attractive sheets that Toulouse have released visit their website at [www.toulouse-decals.fr](http://www.toulouse-decals.fr)

SAMI



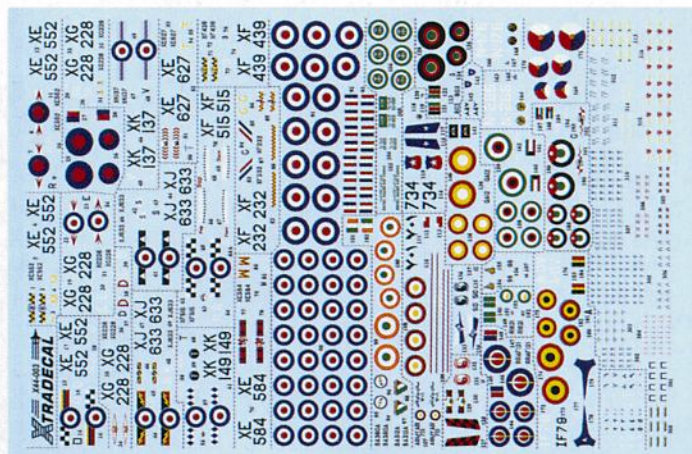
# Hunters Galore

## XTRADECAL

If there is a record for the most markings crammed onto an aftermarket decal sheet this must be a contender. Designed for Revell's superb 1/144 Hawker Hunter it provides markings for 33 aircraft and includes national markings and basic stencils for each. What makes it so impressive is that all of the markings are in perfect register — no mean feat in such a small scale. The instructions are in full colour and well illustrate the variety of schemes from the standard RAF grey/green and export Desert Sand and tan schemes to the attractive low-viz grey schemes worn by the Omani Air Force.

## 1/144

1. Hunter F.6 XK137/V, 20 Sqn, Fürstentfeldbeck, Germany, 1961.
2. Hunter F.6 XK149/T, 14 Sqn, RAF Gutersloh, Germany, September 1962.
3. Hunter F.6 XE627/T, 65 Sqn, RAF Duxford, January 1957.
4. Hunter F.6 XF515/R, 43 Sqn, RAF Leuchars, 1959.
5. Hunter F.6 XE584/W, 263 Sqn, RAF Stradishall, May 1958.
6. Hunter F.6 XF439/3, 63 Sqn, 229 OCU, RAF Chivenor, April 1969.
7. Hunter F.6 XF232/G, 92 Sqn, RAF Middleton-St-George, 1960.
8. Hunter F.56 A312A, Indian Air Force, *The Banners* Target Tug Flight, Kalaikunda, 2001.
9. Hunter FGA.9 XE552/M, 54 Sqn, RAF West Raynham, 1960s.
10. Hunter FGA.9 XE552/D, 8/43 Sqn, Strike Wing, RAF Khormaksar, Aden, January 1966.
11. Hunter FGA.9 XE552/R, 229 OCU/79 Sqn, RAF Chivenor, 1970s.
12. Hunter FGA.9 XG228/E, 229 OCU/79 Sqn, RAF Chivenor, August 1972.
13. Hunter FGA.9 XG228/56, 1 TWU/79 Sqn, RAF Brawdy, September 1973.
14. Hunter FGA.9 XG228/R1 Sqn, RAF West Raynham, April 1969.
15. Hunter FGR.10 XJ633/S2 Sqn, RAF Gutersloh, Germany, 1960s.
16. Hunter FGR.10 XJ633/K4 Sqn, RAF Gutersloh, Germany, June 1969.
17. Hunter F.56 BA360A, The Target Towing Flight, Indian Air Force, early 1970s.
18. Hunter FGA.76 701, Abu Dhabi Air Force, 1969.
19. Hunter F.6 60-602, Royal Saudi Air Force, late 1960s.
20. Hunter FGA.80 803, Kenya Air Force, 1974.
21. Hunter FR.71A, 7348 Grupo, Chilean Air Force, 1976 (ex-RAF XF317).
22. Hunter FGA.74B 101, 141 Sqn, Republic of Singapore Air Force, 1996 (no wing insignia).
23. Hunter FGA.74B 521, 140 Sqn,



- Republic of Singapore Air Force, 1991 (no wing insignia).
4. Hunter FGA.73847, Royal Omani Air Force, 1994 (no wing insignia).
5. Hunter FGA.78 QA-12, Qatar Air Force, 1981.
6. Hunter FGA.9 R1821, Rhodesian Air Force, early 1970s (no wing insignia).
7. Hunter FGA.9 RRAF121, Royal Rhodesian Air Force, 1965.
8. Hunter FGA.9 98, Air Force of Zimbabwe, 1981 (no wing insignia).
9. Hunter F.6, 705, 1 Sqn, Royal Jordanian Air Force, early 1960s.
10. Hunter FGA.57 212, Kuwait Air Force, late 1960s.
11. Hunter F.6 N-176, 323 Sqn, Royal Netherlands Air Force, early 1960s.
12. Hunter F.6 N-266, 325 Sqn, Royal Netherlands Air Force, early 1960s.
13. Hunter F.6 IF-79/A-OV, 8 Sqn, 7 Wing, Belgian Air Force, Chievres, 1960s.

## Conclusion

This sheet is a bargain at £6.95, and with the Revell kit costing a very reasonable £2.99 you could build an amazing collection of colourful Hunters of all nations, with the added bonus that the whole lot can be fitted into a very small display area.

SAMI

# Tante Jus

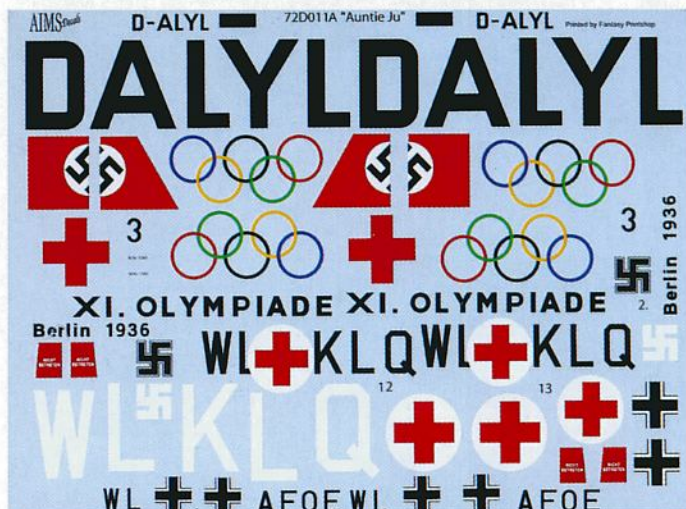
## AIMS

Like most manufacturers Aims produce a range of 1/72 decals covering the more belligerent types such as the He 111 and Ju 88, but they have now turned their attention to the less glamorous transport aircraft of the Luftwaffe. Of course this means the Ju 52/3m in a selection of civil and military markings. The instructions are well presented on two sheets of A4 plus a small amendment sheet which clearly shows the RLM 70/71 splinter camouflage carried by the *Tante Ju*. The decals are printed by Fantasy Printshop on two large sheets that are crammed with markings covering a number of variants including an ambulance aircraft, seaplane and a minesweeper with its large degaussing ring, in addition to mundane transports.

## 1/72

1. Ju 52/3m D-ALYL, Munich 1936. This aircraft carried the Olympic Torch from Athens to Munich and is in standard Lufthansa markings

- with the addition of Olympic Rings on the fuselage and wings.
2. Ju 52/3mg4e WL+KLQ. This aircraft carries Red Cross markings on the lower wings, fuselage sides and tops over pre-war splinter camouflage of RLM 22/61/62/63.
3. Ju 52/3mg4es WL+AFOE. An all-white aircraft with black trim used in France during 1940.
4. Ju 52/3mg4e 1Z+BF. Finished in a hybrid scheme of RLM 02/04/65/70/71 as used in the Balkans May 1941.
5. Ju 52/3mg4e 4V+JR. This and the following four options are in the classic RLM 65/70/71 camouflage, this one also having yellow RLM 04 cowlings and rudder.
6. Ju 52/3m MS+BL. This



Minesweeper aircraft is unusual in that it carries 28 'kill' marking on its rudder.

7. Ju 52/3m. See 8A+FJ. This aircraft is on floats.
8. Ju 52/3mg5e Trop BA+KG. Yellow fuselage band and undersides of wingtips.
9. Ju 52/3mg7e 4V+AP. Same yellow markings as the previous option but camouflage is overpainted in white, and it also carries a *Condor* Haube enclosed front ring machine gun turret above the cockpit.

## Conclusion

This is a very impressive sheet and I hope that it will encourage modellers to dust off the old Italeri Ju 52/3m kit and create something a little bit different from the norm. On a few of the illustrations it is hard to see the squadron markings on the dark camouflage, but this is not a major problem as AIMS supply the reference source for each marking option.

This sheet is available at the bargain price of £11.50 from both Hannants and Fantasy Printshop.

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# Carrier-based and Colourful

## YELLOW WINGS

Yellow Wings have released five new decal sheets, most covering the colourful pre-war period of US Navy markings that gave the company its name, though there are a number of more warlike schemes. All sheets contain everything you need to be a build a number of examples, including propeller tip warning stripes, squadron markings and the colourful wing/fuselage section bands. The instructions form a mini-reference to the markings of the US Navy and are worth keeping after you have finished your model.

## 1/48

### YW 48-010 SB2U-1/2 Vindicator Complete package

This sheet supplies markings for five Accurate Miniatures Vindicators, the first four in pre-war markings and the fifth in gray non-specular wartime finish. Sufficient national insignia are provided to build one of the colourful birds and the more drab wartime example.

1. SB2U-2 Vindicator 1327, Squadron Hack, VF-2 USS *Lexington*. Lemon Yellow tail surfaces.
2. SB2U-2 Vindicator 07969, US Marine Corps.
3. SB2U-2 Vindicator 1379, CAG, USS *Wasp*. Black tail surfaces and fuselage stripe.
4. SB2U-2 Vindicator 1354, CAG, USS *Yorktown*. Red tail surfaces and fuselage stripe.
5. SB2U-2 Vindicator 1381, Commander TU-1, Pacific Fleet, 1941.

## 1/32

### YW 32-003 Grumman F3F-3

This sheet is for some real 'classic plastic' — the 40-year-old Monogram/Revell F3F-3. Individual markings are provided for three colourful aircraft with national markings for one.

1. Grumman F3F-3 1454, VF-5, USS

*Yorktown*, May 1939. Black section markings and Insignia Red tail surfaces.

2. Grumman F3F-3 1451, VF-5, USS *Yorktown*, May 1939, True Blue section markings and Insignia Red tail surfaces.
3. Grumman F3F-3 1451, VF-6, USS *Enterprise*, August 1940. Willow Green section markings and True Blue tail surfaces.

### YW 32-004 F4F-3 Grumman Wildcat

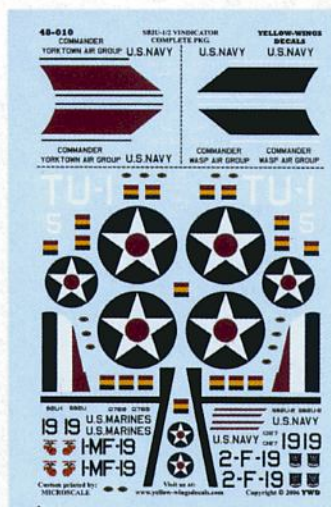
From a classic kit to one that is just arriving on the shelves — Trumpeter's 'plank wing' F4F-3. Complete markings are provided for one option, though you can build all three if you purchase extra national insignia for the wings.

1. F4F-3 Wildcat 1880, VF-72, USS *Wasp*, early 1941. Lemon Yellow section markings and black tail surfaces.
2. F4F-3 Wildcat 1883, VF-72, USS *Wasp*, early 1941. Insignia Red section markings and black tail surfaces.
3. F4F-3 Wildcat 1864, VF-41, USS *Ranger*, early 1941. Lemon Yellow section markings and Willow Green tail surfaces.

### YW 32-011 F2A-2 Buffalo

Another recently arrived kit is the Special Hobby Buffalo and this sheet provides markings for one pre-war aircraft and two in camouflage, the first in Non-Specular Gray, the other in Blue/Gray over Non-Specular Gray. This option also includes oversize wing markings. National insignia are provided for two examples.

1. F2A-2 Buffalo 1416, VF-2, USS *Lexington*, Willow Green section markings and Lemon Yellow tail surfaces.
2. F2A-2 Buffalo 1432, VF-3, USS *Saratoga*, Neutrality Patrol, 1941.
3. F2A-2 Buffalo 1422, USN Training Squadron, early 1942, oversize national markings and red-and-white rudder stripes.



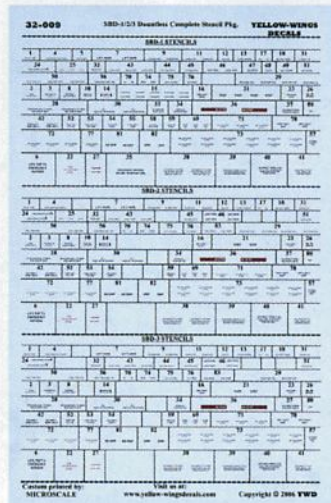
YW 48-010 SB2U-1/2 Vindicator Complete package

### YW 32-009 USN SBD-1/2/3 Dauntless Complete Stencil Package

This sheet is a must-have for anyone building a Trumpeter Dauntless or using any of Yellow Wings Dauntless sheets. It supplies 41 stencils for one aircraft of each variant.

### YW 32-027 SBD-3 Dauntless 'Operation Torch' November 1942

This sheet is the second that Yellow Wings have produced that covers an historically important aircraft at different points in its career. This time the subject is SBD-3 BuNo 06624. This aircraft was assigned to VS-41 during *Operation Torch* and was involved in the attack on the French battleship *Jean Bart*. After its return to the USA the aircraft was assigned to a training unit based at Glenview, Illinois and was lost in Lake Michigan on 19 September 1943 after a training accident aboard USS *Wolverine*. The SBD stayed underwater until the 1990s when it was recovered and restored by the staff at the Air Zoo, Kalamazoo, Michigan where it is on display today. The instructions on this sheet include a complete account of the airframe including copies of its history



YW 32-009 USN SBD-1/2/3 Dauntless Complete Stencil Package



YW 32-004 F4F-3 Grumman Wildcat

card and accident report.

1. SBD-3 06624, VS-41, USS *Ranger*, *Operation Torch*, November 1942. Blue/Gray over Light Gray. Side code 41-S-13, national markings have *Operation Torch*'s yellow surrounds.
2. SBD-3 06624, Carrier Qualification Training Unit, Glenview Illinois, September 1943. Same colour scheme as previous example but with large red-trimmed national insignia and side code B-10.

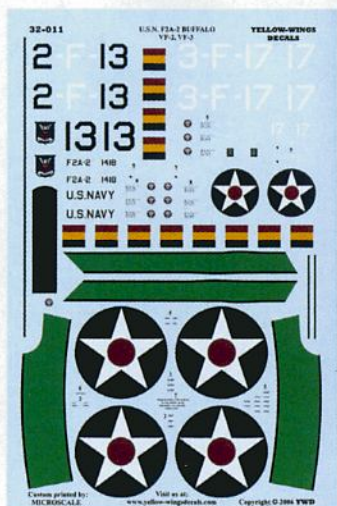
## Conclusion

To say I was impressed with these sheets is a bit of an understatement. The high quality of the printing, comprehensive instructions and inspired choice of subject matter make these decals a 'must-have' for anyone remotely interested in US Navy subjects. Regular readers will see a number of these sheets being used in my series of articles modelling aircraft of the USN in 1/32 scale. Even better news for British modellers is that the full Yellow Wings range is now available from Hannants as well as online at [www.yellow-wingsdecals.com](http://www.yellow-wingsdecals.com).

SAMI



YW 32-003 Grumman F3F-3



YW 32-011 F2A-2 Buffalo



YW 32-027 SBD-3 Dauntless 'Operation Torch' November 1942





## Nieuport 17 Flyboys

Scale: 1/72 Kit No: 2104  
Price: £7.50 Decal Options: 4

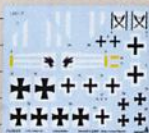
Panel Lines: Recessed  
Status: Revised Tooling  
Type: Injection Moulded  
Parts: Plastic 41  
Manufacturer: Eduard  
UK Importer: LSA/Hannants



## Fokker Dr. I Flyboys

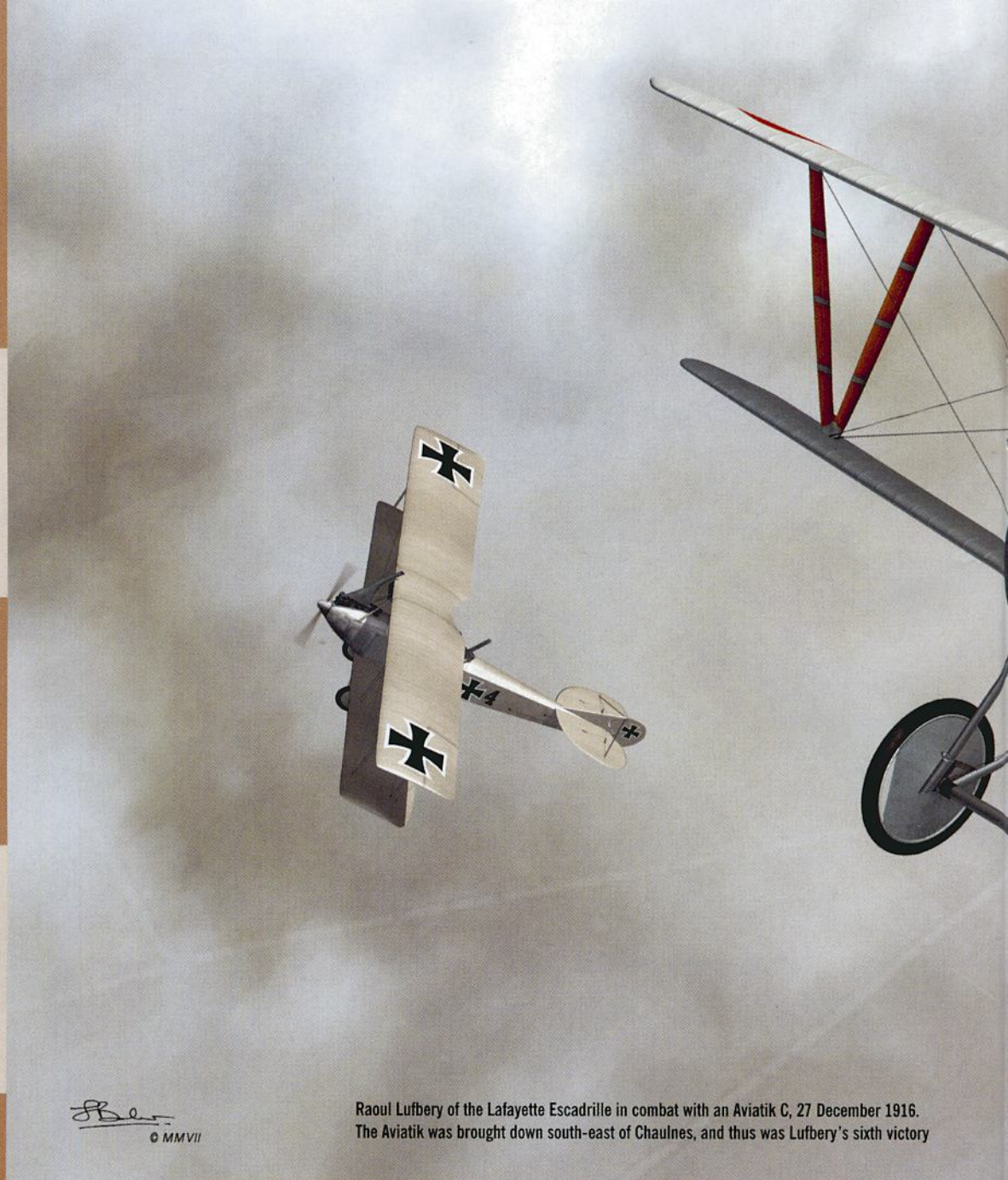
Scale: 1/72 Kit No: 2103  
Price: £7.50 Decal Options: 2

Panel Lines: Recessed  
Status: Revised Tooling  
Type: Injection Moulded  
Parts: Plastic 34  
Manufacturer: Eduard  
UK Importer: LSA/Hannants



## References:

- Nieuport Flyers of the Lafayette by Jon Guttman (Albatros Publications)
- SPA124 Lafayette Escadrille, by Jon Guttman (Osprey Publications)
- www.wwi-models.org/Images/Miller/render/Nieuport/index.html – Mark Miller's excellent 3D renderings of the Nieuport 17. Mark is a superb digital artist and these pages will give you great insight into the structure of the Nieuport 17
- And of course, the excellent online resources at The Aerodrome, [www.theaerodrome.com/](http://www.theaerodrome.com/), and the WWI Modelers Mailing List, [www.wwi-models.org](http://www.wwi-models.org)



*Raoul*  
© MMVII

Raoul Lufbery of the Lafayette Escadrille in combat with an Aviatik C, 27 December 1916. The Aviatik was brought down south-east of Chaulnes, and thus was Lufbery's sixth victory

## Modelling aircraft of the Lafayette Escadrille, by Nigel Rayner

2006 was an exciting year for WWI aviation enthusiasts. First came the much-anticipated release of the film *Flyboys*, which tells the fictionalised story of the *Lafayette Escadrille*, the American volunteers who flew for France before America entered the war. Then, spurred by the interest in this film, Eduard released some *Flyboys*-themed products in both 1/48 and 1/72 scales. Some of these (the 1/48 Nieuport 17 and 1/72 Fokker Dr.I) were simply reboxings of existing kits with decals for the fictional colour schemes used in the film. However, the really exciting release was a brand-new tooling of the Nieuport 17 in 1/72 scale.

Sadly, it appears that the *Flyboys* film turned out to be a disappointment. Despite exciting CGI graphics it was not well received by the critics and did

poorly at the box office. And of course Hollywood couldn't resist playing with the truth, for example having all the Germans flying red triplanes (except for the 'villain', who flies an all-black triplane), despite the fact that the Fokker Dr.I was not in service while the *Lafayette Escadrille* was in existence. However, the new Eduard Nieuport 17 is magnificent and certainly does not disappoint. So rather than just review this kit, I suggested to our esteemed editor that I do a build of all the aircraft flown by the real 'Flyboys' of the *Lafayette Escadrille* and he took me up on it.

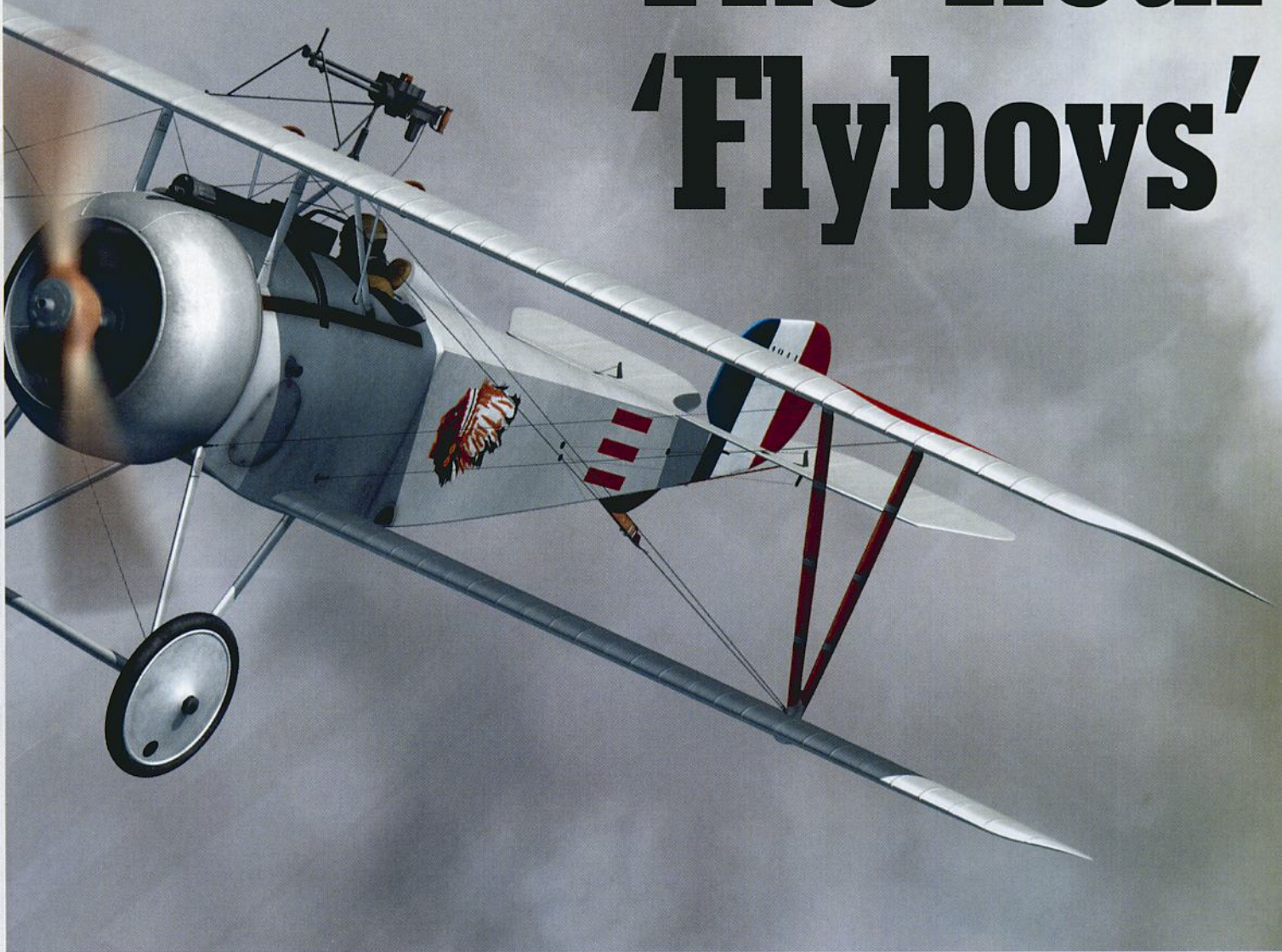
### The Lafayette Escadrille

Many Americans joined the French and Allied forces at the outbreak of WWI, some out of a sense of idealism, others seeking adventure and excitement. Many

Americans joined the French Foreign Legion while some served in the American Ambulance Services. Once it became clear that the war was not going to be over in a few months, some Americans (like many footsloggers of other nations) started to turn their eyes skyward away from the trenches and transferred to the French *Service Aeronautique*. Two individuals, Bill Thaw and Norman Prince, both had the idea of forming an all-American squadron. Prince even tried to interest the French War Department in early 1915, but to no avail. However, when Thaw, Prince and Elliot Cowdin were mobbed by reporters during a trip home to the US at the end of 1915, the French realised the potential propaganda value of an American squadron and began to take the idea seriously. On 14 March 1916 the French announced they



# The Real 'Flyboys'



Nie.17, Escadrille N.124, 1916/17. This aircraft was operated by the Lafayette Escadrille, being flown by Capt Thenault and also Sgt Raoul Lufbery





were forming an *Escadrille Americaine*, and by April 1916 it was ready for action.

N124 (the 'N' indicated that the squadron was equipped with Nieuports) was populated with a mixture of well-to-do idealists, like Bill Thaw, Norman Prince and Victor Chapman, adventurers like Raoul Lufbery and genuine 'characters' like Bert Hall, who had worked as a chauffeur, a merchant seaman and even a human cannonball. The unit was initially known as the *Escadrille Americaine* but it changed its name on 16 November 1916 after diplomatic protests by the Germans prompted the US Secretary of State to ask the French to call the squadron something different. They came up with *l'Escadrille des Volontaires*, but the American pilots preferred a more evocative name and the *Escadrille Lafayette* was born, named after the Marquis de Lafayette, a French volunteer in the American War of Independence. In June 1917 the *Escadrille* was redesignated SPA 124, as by that time it had been re-equipped with SPADs. It stayed that way until America entered the war in 1917 and in February 1918 it became the 103rd Aero Squadron in US service, with most of the pilots transferring.

Rather than give a detailed history of the unit and its aircraft (which is not what you bought this magazine for!), a brief outline of the aircraft I chose to model will suffice to describe the equipment used by the unit throughout its existence. In all cases I used decals from the excellent Americal/Gryphon N/SPA 124 set. Sadly these are no longer available, as the company ceased trading at the end of 2006, but they may be available at shows or through the ubiquitous eBay. Carpena do a set of Lafayette decals from all periods which includes two of the earlier Indian head insignia like those used on Lovell's aircraft.

### Raoul Lufbery's Nieuport 11

Lufbery was the unit's leading scorer, amassing a total of 16 victories before his death in May 1918 while serving with the 94th Aero Squadron. In many ways he epitomised the spirit of the *Escadrille Lafayette* and was its most famous pilot. When he died, he was the leading American ace. N124 was initially equipped with Nieuport 11 and 16 fighters. These were generally camouflaged in shades of green and brown on the upper surfaces, although the colours are not known for certain. Most interpretations show two colours, while more recent research has indicated that four colours were used: light/dark green and light/dark brown. I chose to use the four-colour interpretation, as this made for a more interesting colour scheme. The camouflage patterns varied and were not documented, so I tried to match the patterns to the partial photographs I had of Lufbery's plane.

The undersides of the Nieuport 11/16s could have been either blue or clear-doped linen. Bert Hall wrote that the undersides of his aeroplane were blue, so I chose this option as I felt it would complement the camouflage colours. The Nieuports also had tapes of a contrasting colour applied to the edges

of all wing surfaces and these are usually depicted as clear-doped linen or light blue. Again, I decided to go with the light blue. In its early days, N124 had no unit markings so the pilots applied a wide range of personal markings (generally in white) to the fuselage sides. Lufbery used a stylised 'RL' monogram. The engine cowling was polished metal as were the side 'cheeks'.

### Walter Lovell's Nieuport 17

N124 started receiving Nieuport 17s in September 1916. These had the same engine as the Nieuport 16 but a redesigned fuselage and larger wing area to aid manoeuvrability. All Nieuport 17s (and variants such as the 21 and 23) used by the *Lafayette Escadrille* were aluminium doped overall with polished metal cowlings. Many pilots still used personal markings, but after receiving Nieuport 17s the famous 'Indian head' marking was used as a squadron insignia. Apparently this was based on a trademark seen on crates from the Savage Arms Company — a Seminole Indian. This insignia was applied to all N124's aircraft and became synonymous with the *Lafayette Escadrille*. Lovell's Nieuport 17 had an inverted red 'V' alongside the squadron

insignia which apparently became chipped on the starboard side.

Lovell was a Harvard graduate who joined the American Ambulance Service in February 1915 but wanted to take a more active role in the fighting. He joined the French Foreign Legion and transferred to N124 in March 1917. He became a flight leader and adjutant, and scored one victory, but after a medical test revealed hearing problems and colour blindness he transferred to the General HQ of the AEF in October 1917.

### Robert Soubiran's SPAD VII

Soubiran was born in France in 1886 but moved to America in 1890 with his father and became a US citizen in 1898. He returned to France after the outbreak of war to fight for the land of his birth. Like many others, Soubiran transferred from the French Foreign Legion into aviation and joined N124 in October 1916. He was a keen photographer and left many invaluable photographs documenting the unit's operations. Soubiran scored one victory during his time with the *Lafayette Escadrille* and transferred to the 103rd Aero Squadron in February 1918. He ended the war as a Major.

By July 1917, SPAD VII's made up the majority of the unit's equipment. The SPADs bore the standard factory finish, a yellow-pigmented dope on the fabric areas with the front part of the fuselage and metal panels painted a beige/brown colour to approximately match the fabric. Personal markings continued to be very much in vogue, and Soubiran's aircraft generally bore some variation of his initials. I chose to model his SPAD VII with an 'RS' monogram in a red diamond. Also, this aircraft bore the revised Indian head insignia which characterised all SPA124's later aircraft. This was based on a Sioux Indian and was designed by Edward Hinkle, who felt the original insignia looked like "an old woman with a drooping bonnet".

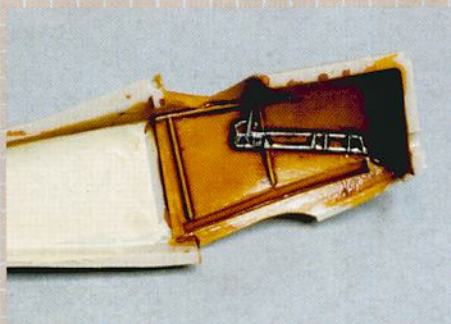


Lafayette Nieuports, new and old

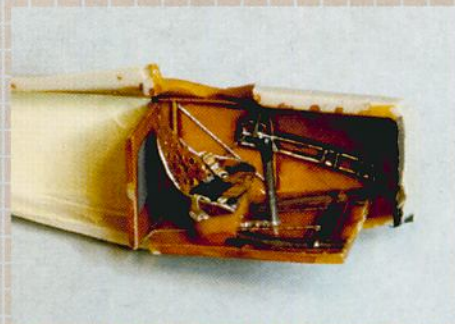




A realistic wood effect is easily achieved by applying Citadel Chestnut ink over a light base colour



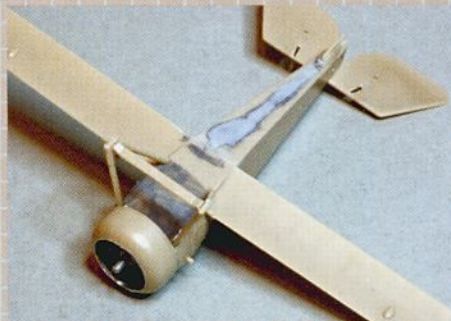
Painting in the moulded detail brings the cockpit alive



Full interior with replacement Eduard seat and belts



Filler was needed on the upper front part of the fuselage...



...and also on the underside



Painting stretched sprue involves pulling the strand through a loaded paintbrush held on paper

## Nieuport 17

### Eduard

Eduard's Nieuport 17 is a brand-new tooling that easily surpasses any other 1/72 Nieuport 17 available. It is crisply moulded in beige plastic, consisting of 40 parts spread across two sprues, with two clear injected windscreens on a separate sprue. The encouraging thing for WWI enthusiasts is that not all the parts are used: there are two upper wings, one solid and one with the upper wing cutout, and there are cowlings for a Nieuport 21 and 23. I also found out (by mistake) that there are two ammunition belt feed chutes, one for the Nieuport 17, where the Vickers machine gun was central, and one for the Nieuport 23, where it was offset. I thought it was odd that that I had to trim the feed chute on my model as it

was too long. It was only when I was looking at the parts left on the sprues that I realised there was a shorter feed chute (part A10) left over and I had inadvertently used the wrong one. Well, when I say inadvertently what I actually mean is that I didn't read the instructions properly and just charged ahead regardless. So this means we can expect more variants of the Nieuport series along with other boxings of the 17. Eduard have already announced a dual boxing of the Nieuport 17 for April, and hopefully more will follow soon.

The kit parts are nicely detailed and accord well to the *Windsock* plans. The interior detail is limited but adequate, and I expect that Eduard will produce a ProfiPack version at some stage. The quality of the mouldings and the fact that this looked like a straightforward build due to Eduard's excellent

engineering meant that I decided to build this kit pretty much straight out of the box. My hope is that those of you reading this article that have not yet taken the plunge into biplane modelling may be encouraged to do so, because this kit is a great introduction to that dark art. Just to encourage you further, I will also explain some other dark arts, such as wood finishes and rigging with stretched sprue. Just think of the realm of exciting and interesting colour schemes that this will open up to you...

### Fuselage and Interior

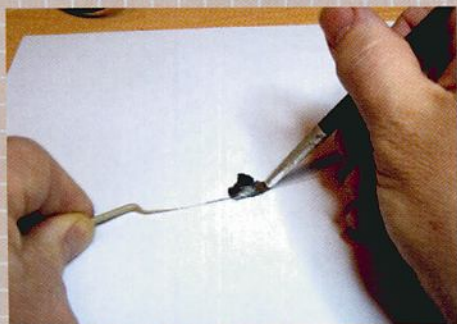
Construction starts in the usual area. Although this was going to be an out-of-the-box build, I did replace the seat with an Eduard photo-etched version because Nieuport seats were drilled with lightening holes and this is very obvious when looking into the cockpit. I also

added some of the new Eduard preprinted seatbelts (because I bought some at Scale Modelworld and wanted to use them). I have not used preprinted photo-etch before as there has so far been none relevant to WWI aircraft, and I must admit I have been a bit 'sniffy' about it — after all, we are supposed to be modellers, so where's the skill in using preprinted parts? However, when I got the chance to use some I was very impressed. The detail looks great and the belts still need some creative use of washes and touching up to make them look right, so I felt that at least I had done *something*.

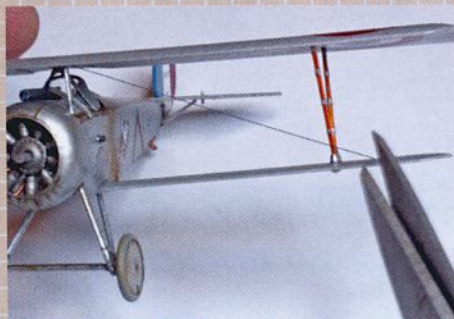
The interior of the front part of the Nieuport's fuselage was varnished wood. This can be a challenging finish to reproduce, but there is a really simple way that is very effective in 1/72 scale. First, undercoat all wood areas in a light brown or cream colour (I tend to use Humbrol 74 for this). Then apply at least two coats of Citadel chestnut ink thinned with water. This is great stuff — it will flow into the recesses, bringing out any framing detail and gives a transparent glaze with a slightly uneven finish that looks most effective. By applying at least two coats you get a depth of finish that looks like varnished wood. You can also use the brown ink from the same range to emphasise the framing, or in a wash to give a darker colour (the chestnut gives a mahogany-like finish). It also dries very quickly, so it only takes minutes to get a great finish. I painted the sides of the fuselage, the floor and the screen behind the seat in this manner. Various details were picked out and the floor, rear







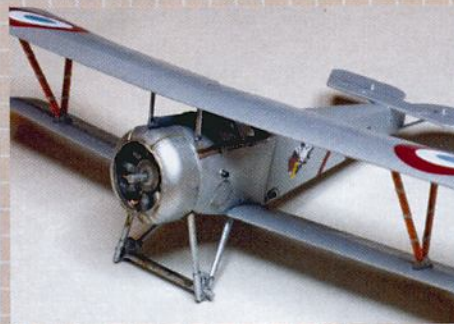
The cut lengths of sprue can be picked up with a moistened paintbrush — they are too delicate for fingers or tweezers



The sprue is fixed in place at one end and then 'nibbled' to the right length using small, sharp scissors



The sprue rigging is straightened by holding a gentle heat source close to it — here Nigel is using a Pyrogravure tool



Fitting the upper wing started by cementing the cabane struts in place, then the upper wing was glued to the cabane struts, and finally the interplane struts were slotted into place

screen and control column were glued in place. Unlike pretty much every other WWI kit I have made in recent years, these parts fitted perfectly with no need for fiddling or refinement. With the addition of the seat, belts and a couple of interior bracing wires, the fuselage was ready to be closed up. Again, this was trouble-free and fitted beautifully.

Despite the good fit, the fuselage did need some filler. There was a distinct step in the upper front fuselage and the lower rear fuselage needed some work to make it even. Apart from that, the other parts fell together easily. The only slightly troublesome task was to drill out the opening in the tailplane for the control wires. To do this I drilled a small hole at each end of the moulded slot and then opened up the whole slot with a sharp scalpel. I also added the undercarriage at this stage, as I find it

easier to fix this before starting painting. The attachment points for the undercarriage on WWI aircraft are small and if you add these after painting the individual components it is difficult to get a strong joint. However, by assembling these before painting it is possible to add plenty of superglue to strengthen the joints without the risk of damaging the paintwork.

The interplane struts had raised tapes moulded on them (like the Eastern Express kit). This is inaccurate, so I sanded these down, but didn't sand them off completely. Instead, I left a bit of the moulding evident to give me a guide for handpainting the tapes over the wood colour. The struts were undercoated in Humbrol 74, but this time I applied three coats of Tamiya clear orange. This gives a lighter, yew-coloured look which is more appropriate

for struts than the darker finish of the fuselage interior.

### Painting and Markings

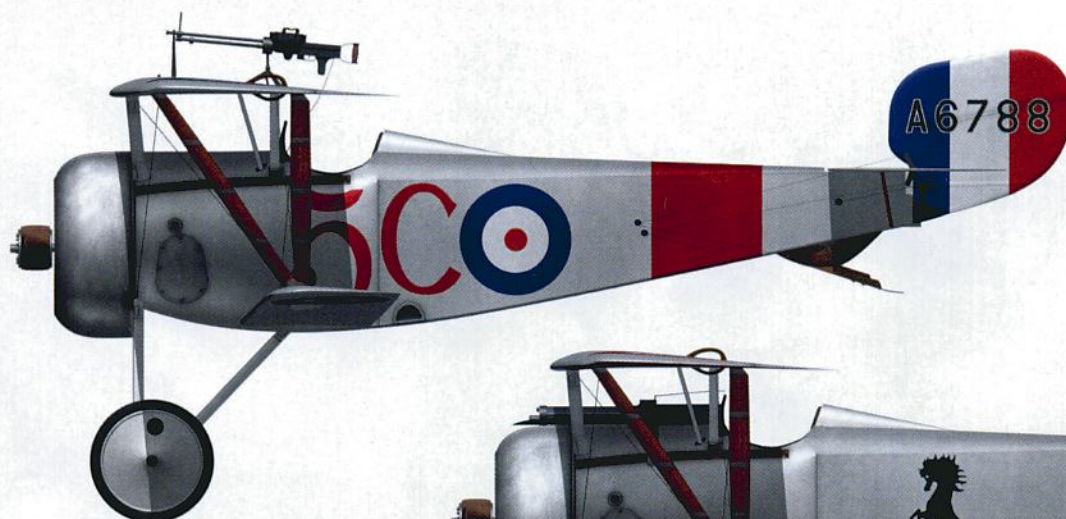
Once the fuselage, wings and tailplane were together, painting of the major components could commence. I used a mix of 2/3 silver to 1/3 light grey (in this case, Citadel mithril silver and fortress grey). This gives a muted finish that looks liked doped fabric rather than natural metal. I used a slightly different shade for the forward part of the fuselage as contemporary photographs show a variation where the dope was painted over the front panels. As usual, I brush painted this (sorry Deputy Ed) and the Citadel paints worked well, giving a nice smooth finish. The cowl was painted to represent polished metal (a mix of Citadel Mithril Silver and Chain Mail) and that was about it — the advantage of a

nice simple colour scheme. I picked out the edges of the inspection panels and appropriate panel lines in an ink wash and painted the model with Klear prior to applying the decals. Apparently the inverted 'V' on the starboard fuselage side was chipped, so I used a silver pencil to represent this. I then varnished the model with a mix of Xtracrylix flat and satin varnish. I now prefer using a mix of satin and flat to give a slightly lower sheen on my WWI models — I found that satin on its own gave a little too much sheen. I cannot recommend the Xtracrylix varnishes highly enough. These are superb and in my case are easily applied with a brush, giving a hard, durable finish (I always found that Humbrol Satin Cote stayed a bit tacky to the touch).

At this point I added weathering to represent castor oil staining. I decided to represent the aeroplane after returning from a mission, basing the weathering on a photograph of Courtney Campbell's Nieuport 23 in the *Windsock* 'Nieuport Flyers' special. This clearly shows streaks of castor oil around the cowl and particularly streaking on the underside. I used a mix of Burnt Sienna and Payne's Grey oil paints, well diluted with white spirit and streaked using a fine brush. Once this was dry, I added the Vickers machine gun and ammunition chutes (including one of the wrong parts as described above). I also painted and added the windscreen. This fitted the fuselage beautifully with no need for any refinement. Just a couple of drops of Kristal Klear secured it in place with no gaps. This made a pleasant change from the usual fighting with ill-

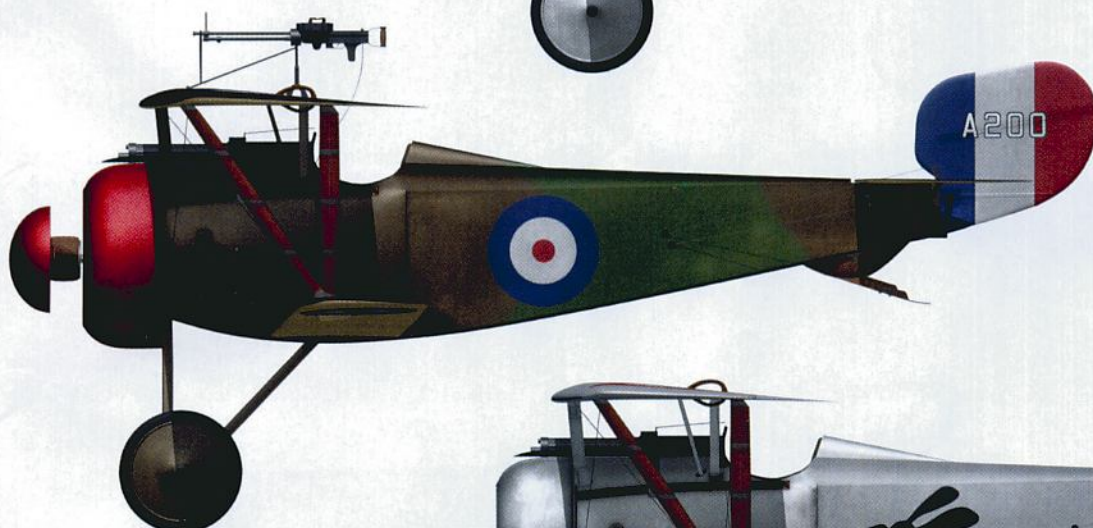
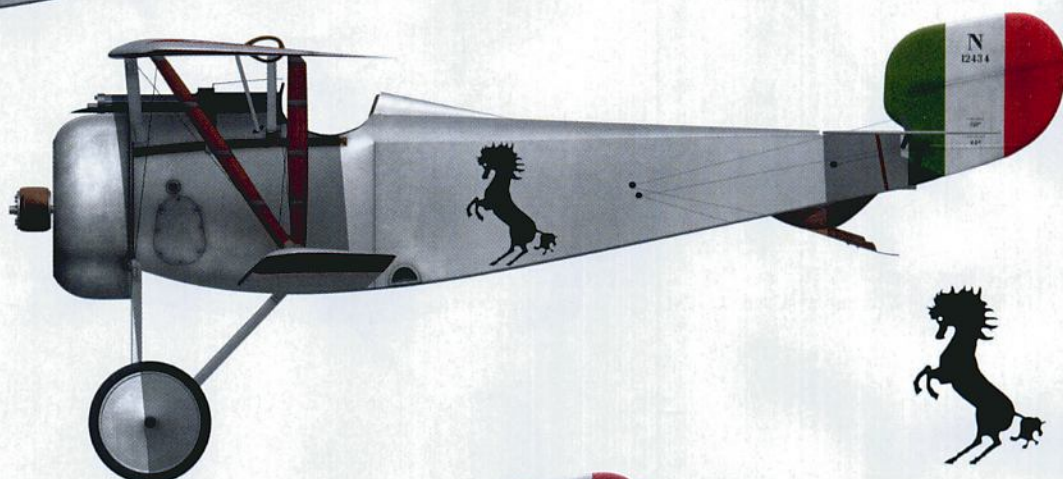






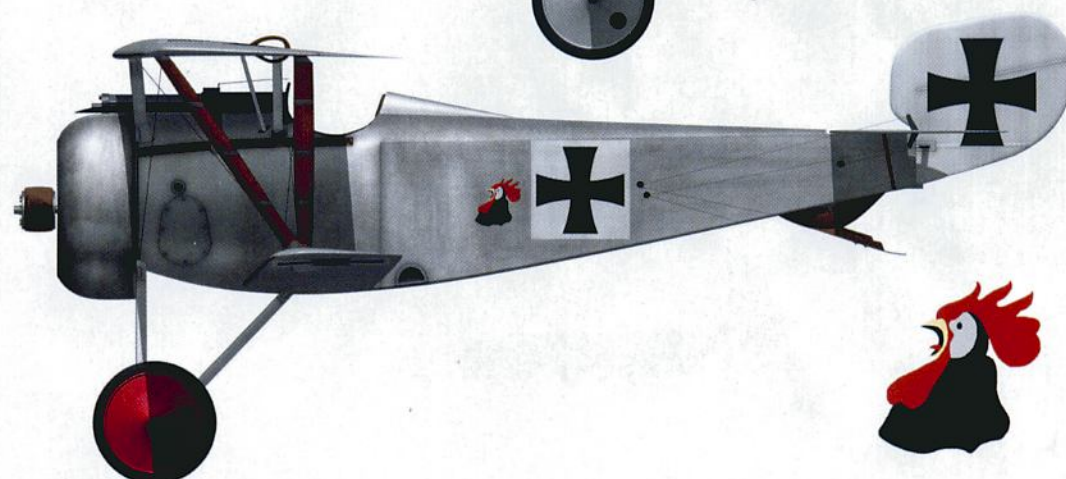
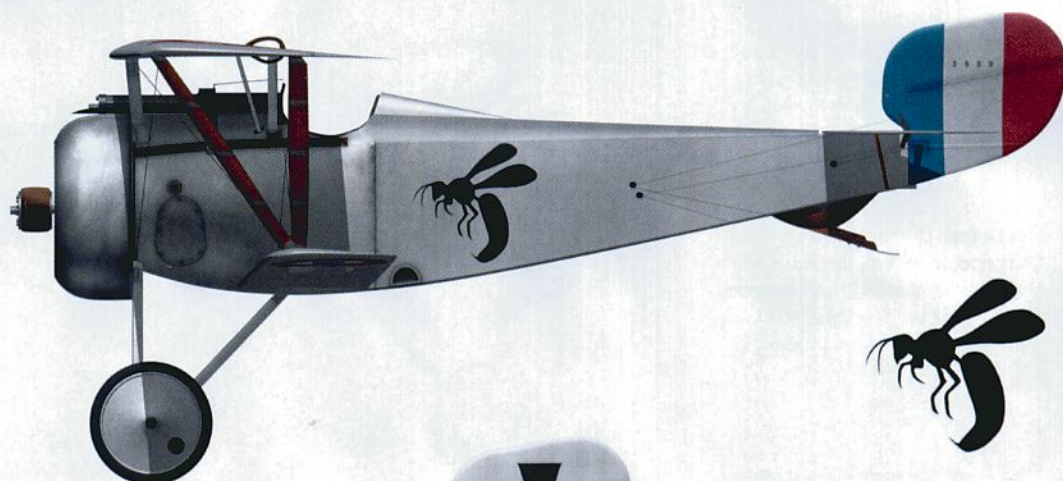
Nie.17, 'C' Flight, 29 Squadron RFC, 1917

Nie.17, flown by Capt. Francesco Barraca,  
91a Squadriglia, Italian Air Force, 1916/17



Nie.17, 60 Squadron RFC. This aircraft was  
flown by Albert Ball

Nie.17, Escadrille N.26, French Air Force

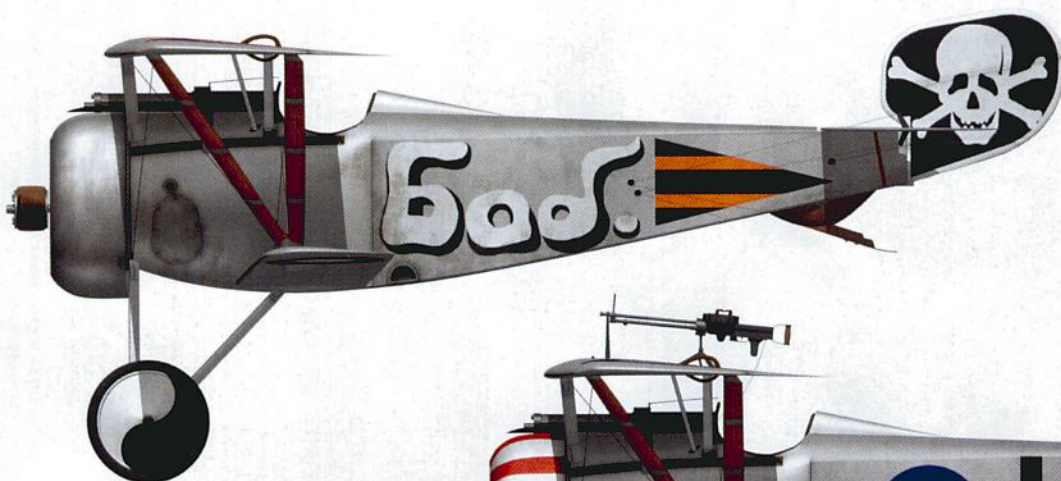


A captured Nie.17, formerly belonging to  
Escadrille N.48



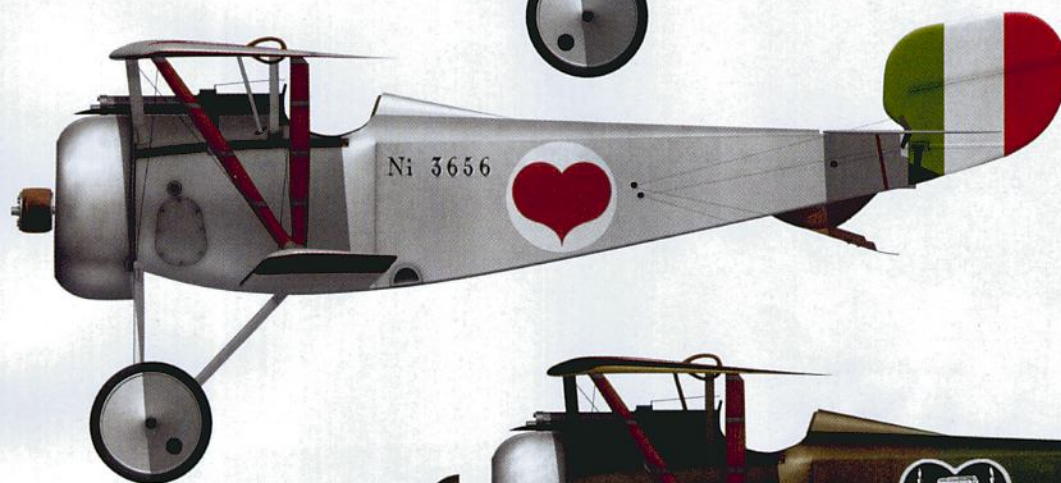
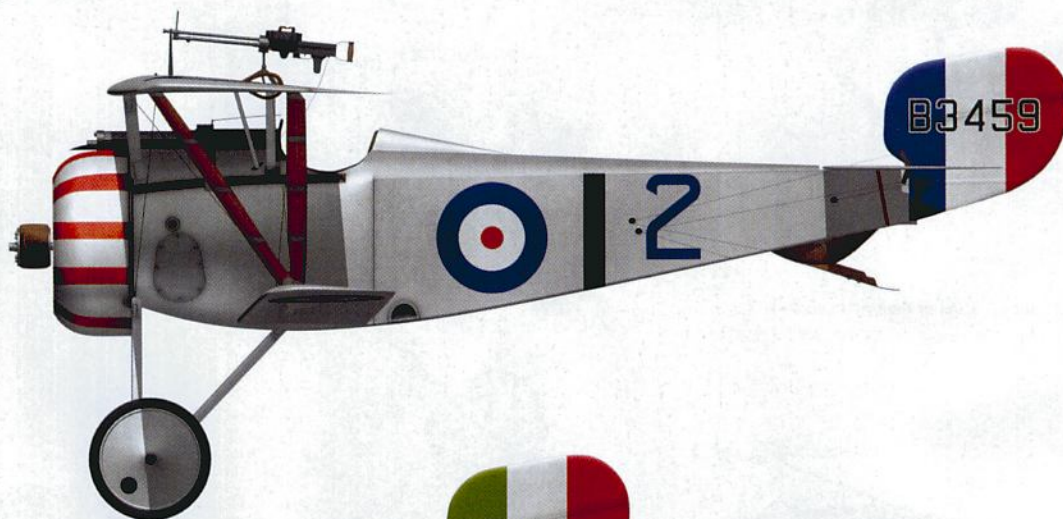


# Nieuport Nie.17



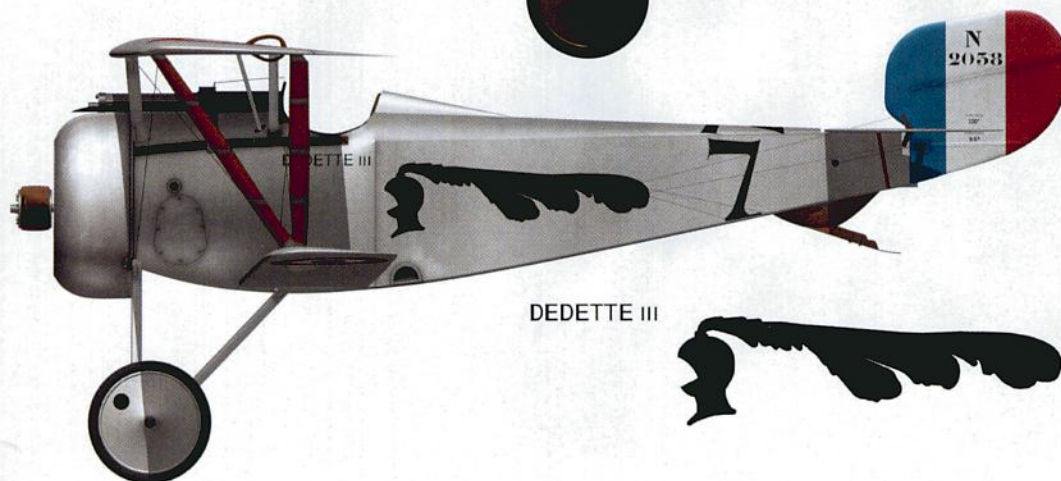
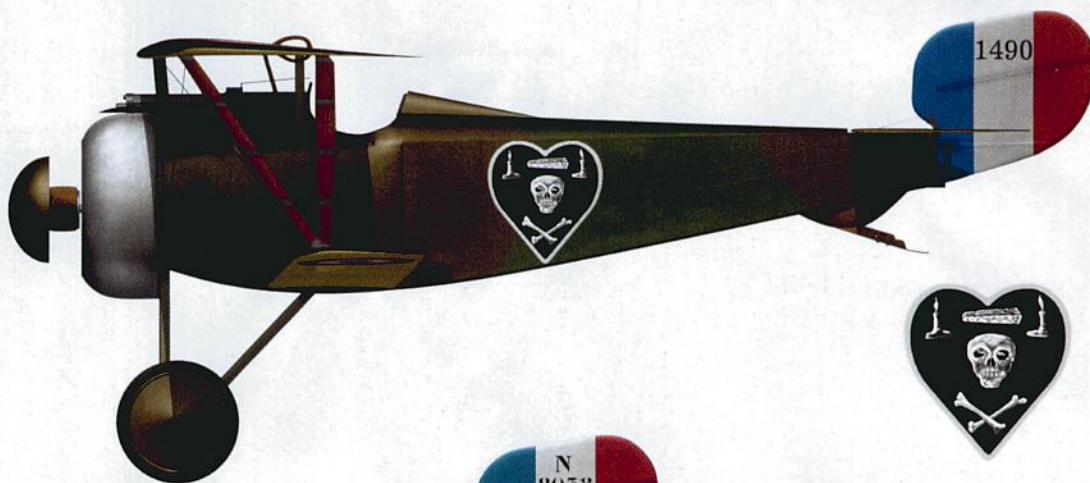
Nie.17, flown by by Boris Guber of the 19 KAO, Imperial Russian Air Force, April 1911. The cyrillic letters on the fuselage read 'Bob', Guber's nickname

Nie.17, flown by Capt. Philip Fletcher Fullard, 1 Sqn RFC, Bailleul Aerodrome, France, September 1917



Nie.17, flown by Serg. E. Liut, 77a Squadriglia, Italian Air Force, 1917. This is an Italian-made machine, built by Macchi

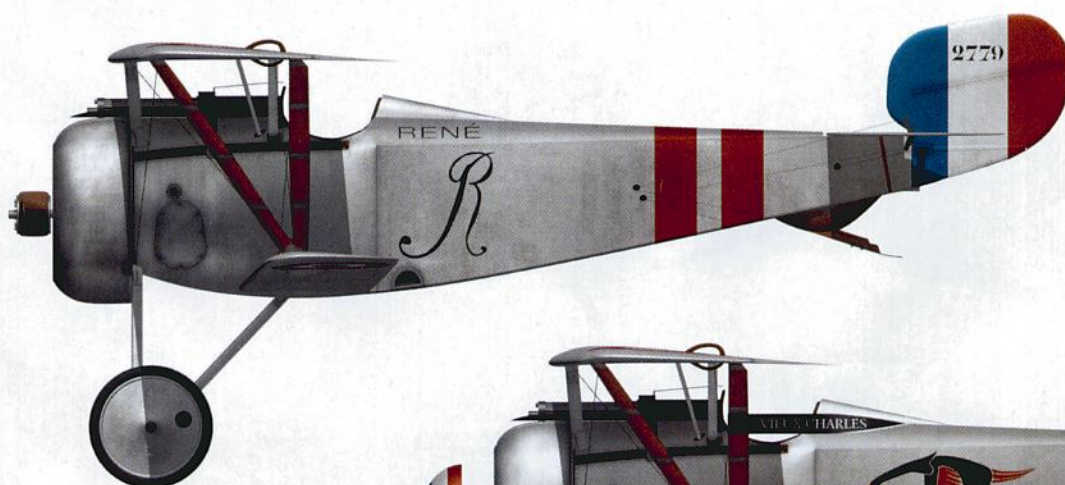
Nie.17, flown by Sous. Lt. Charles Nungesser, Escadrille N.65, 1916. Nungesser's distinctive personal emblem appeared in a variety of styles on the aircraft that he flew



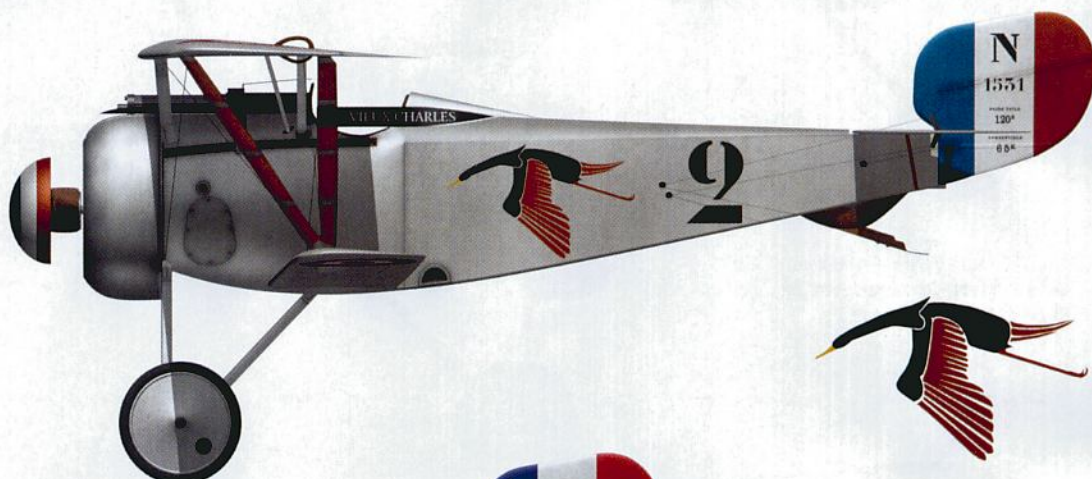
Nie.17, Escadrille N.15, 1917

DEDETTE III

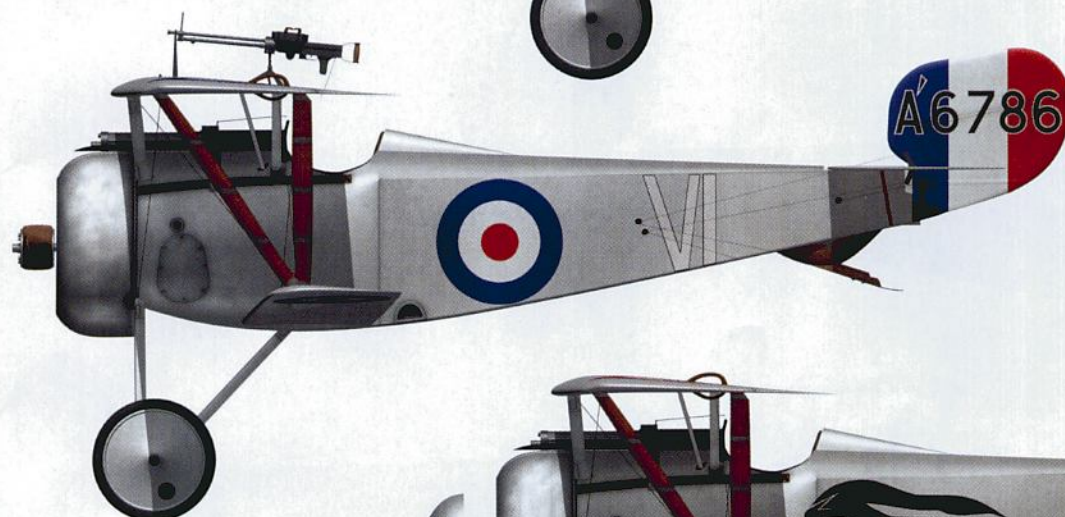




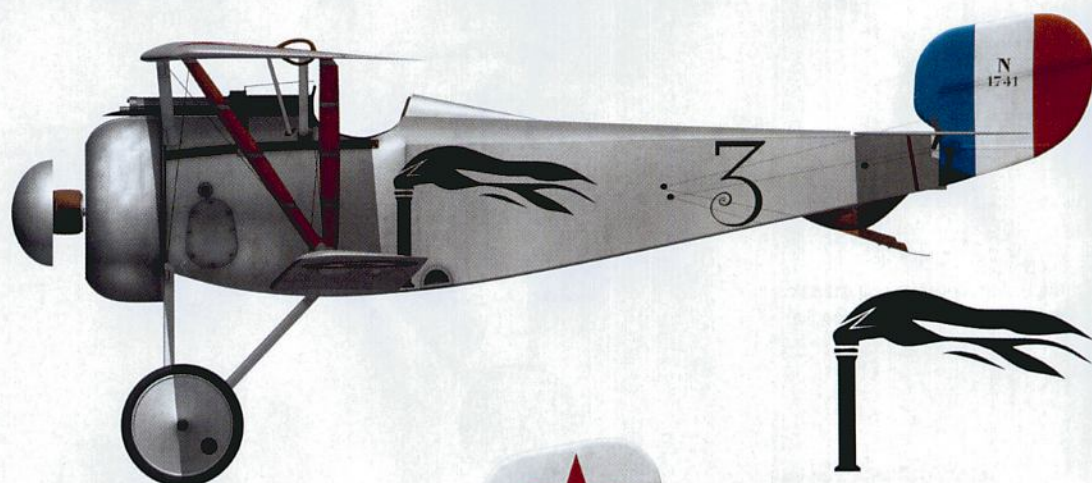
Nie.17, flown by Serge. Carré, Escadrille N.112, 1917



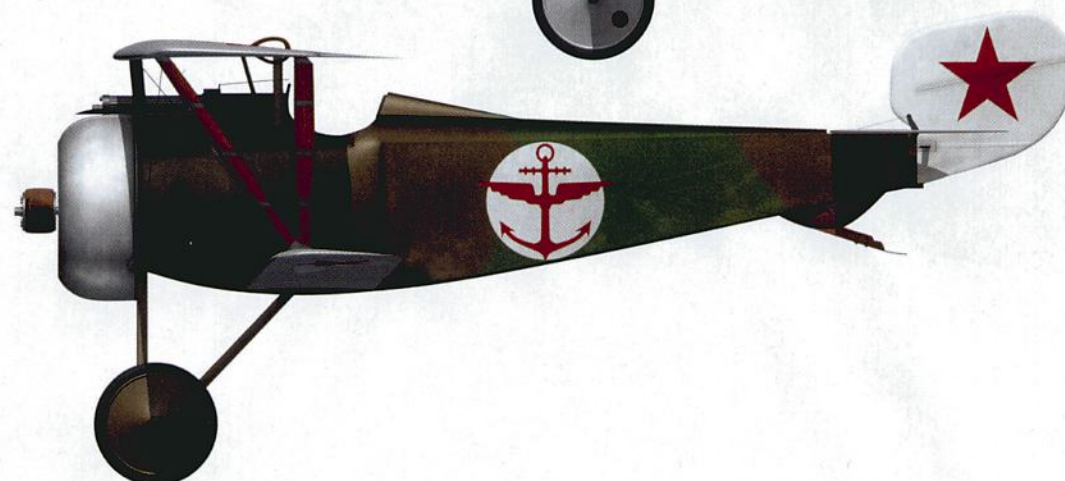
Nie.17, flown by René Fonck, Escadrille N.3, 1917



Nie.23, 40 Squadron RFC, 1917



Nie.17, Escadrille N.26, 1917

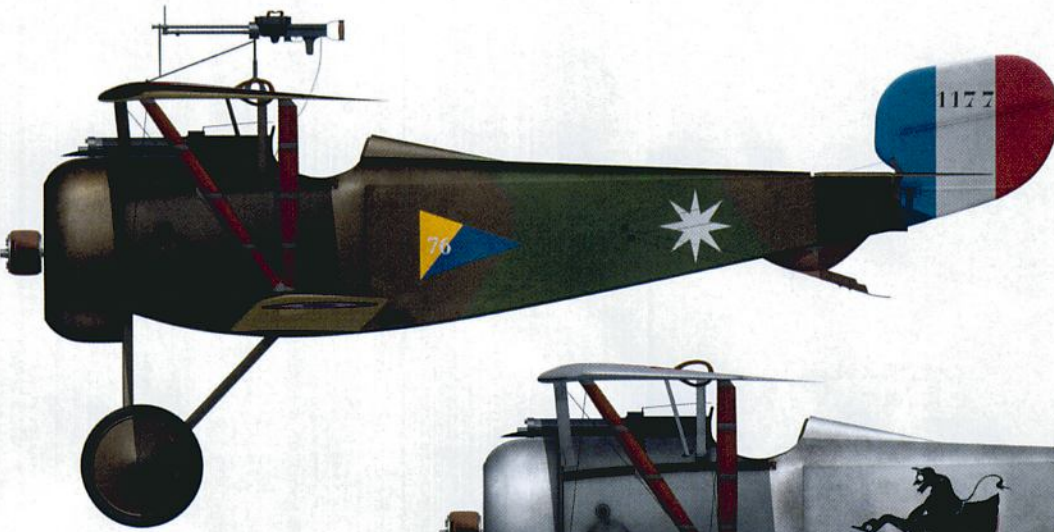


Nie.17, 1 IAO, Red Navy, North Dvina Front (Russian Civil War), 1918/19



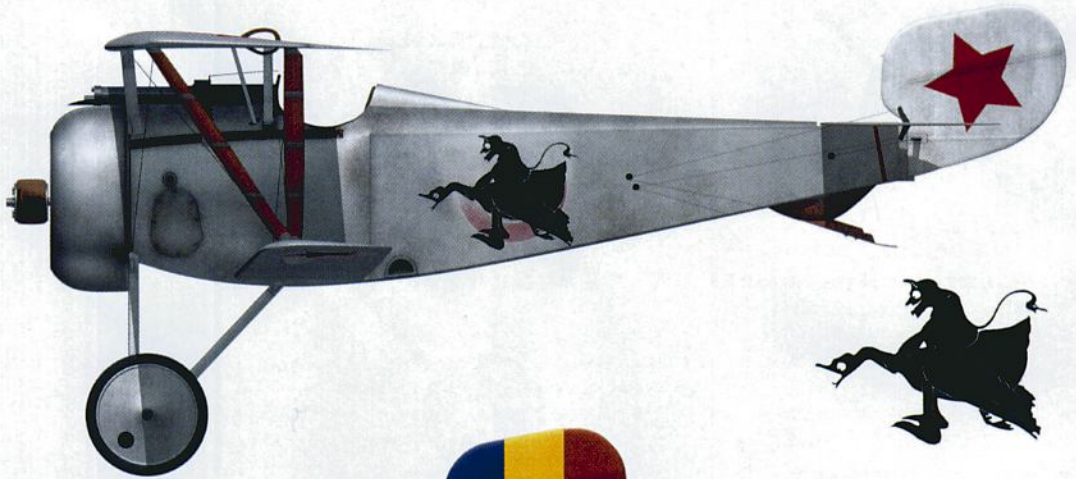


# Nieuport Nie.17 & Nie.23

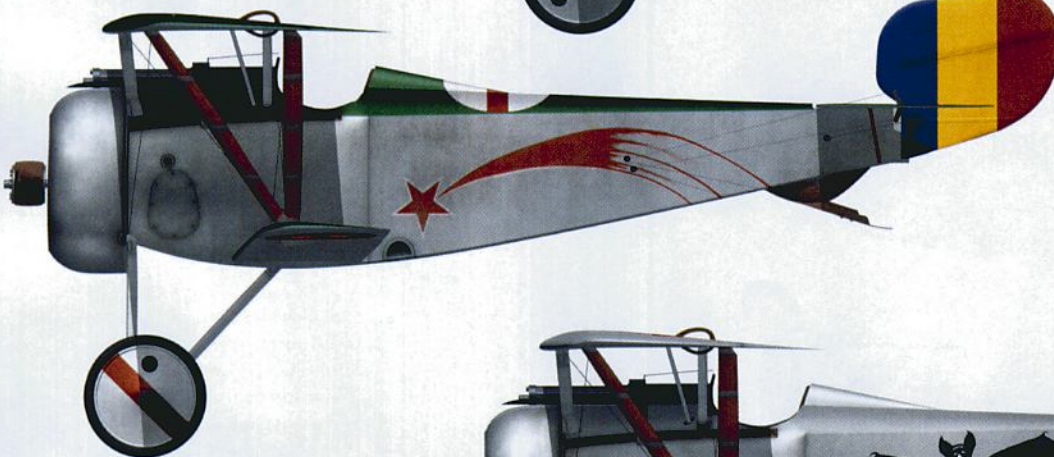


Nie.17, flown by Lt. Emile-Loius-Albert Paumier, Escadrille N.76, 1917

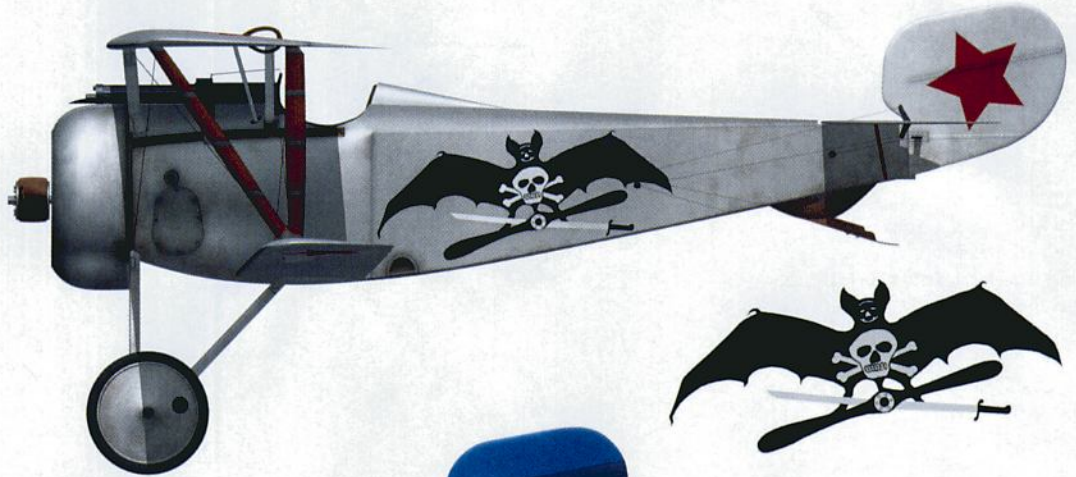
Nie.17, possibly flown by Lt. Gvajt, 1st Socialist IAO, Polish Front, 1920



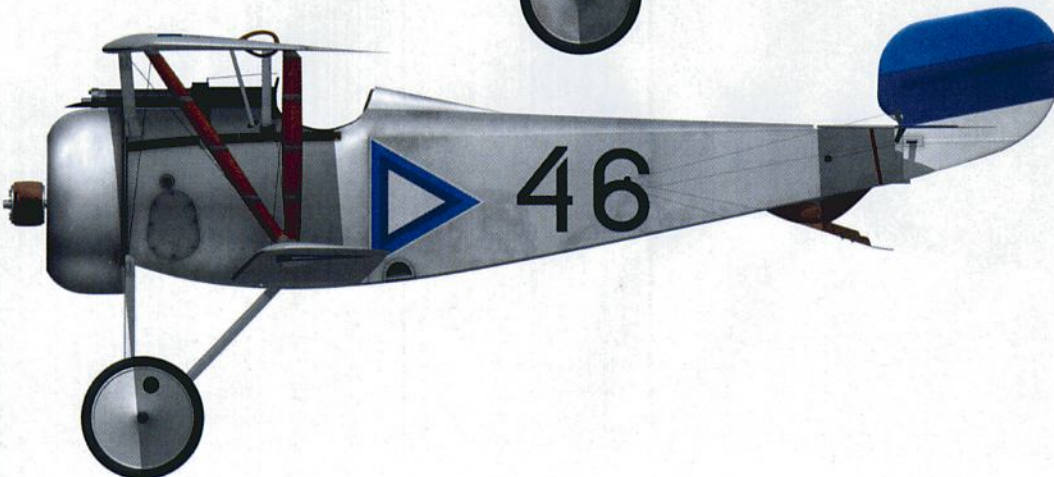
Nie.23, 5ème Escadrille, Belgian Air Force, 1917. This aircraft was flown by Adj. E. Thieffry



Nie.17, 30th Air Detachment of the Red Army, Winter 1920



Nie.17, Estonian Air Force, 1923





fitting bits of clear foil that plague most WWI builds.

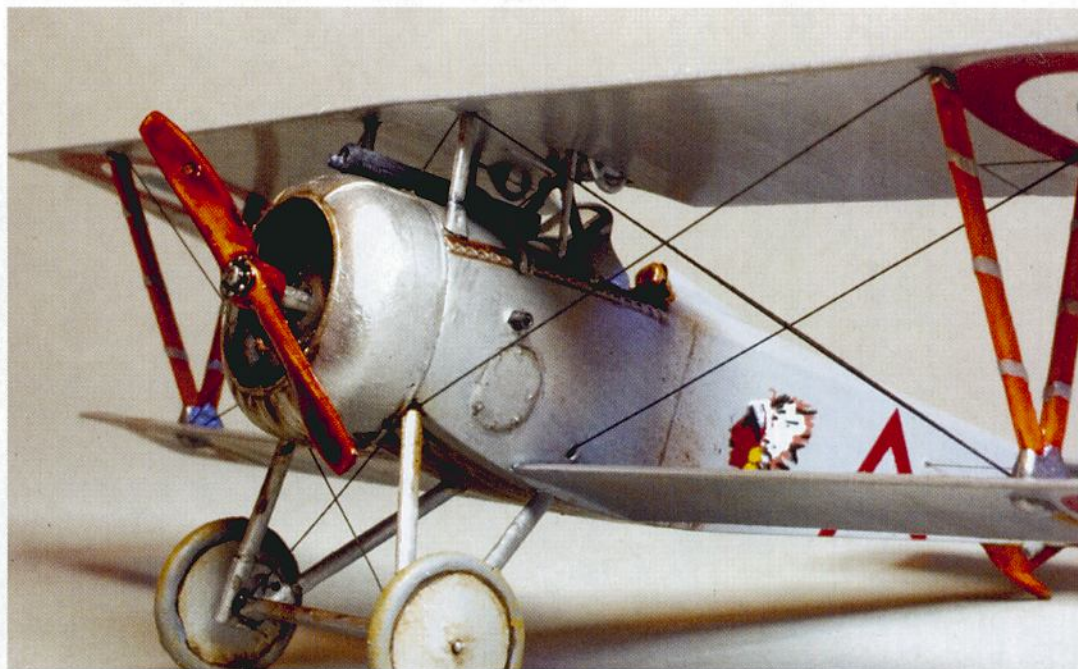
### Final Assembly and Rigging

With the main components assembled, painted and decalled, it was time to contemplate the final challenges: the upper wing and rigging. These are the two challenges that put most people off biplanes and usually they involve a certain amount of hair-tearing and foul language. Would it be any different with this Eduard kit?

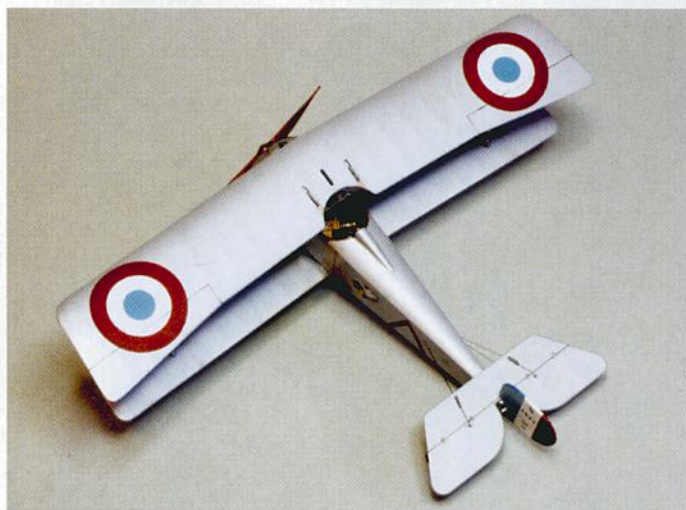
I started by gluing the cabane struts in place to provide a foundation for the upper wing. These fit well and have good, positive attachment points — that's the benefit of Eduard's engineering. Compare this to the MAC SPAD, where the cabane struts have no defined attachment points at all. I used Revell Contacta tube glue as this provides good adhesion while allowing plenty of 'fiddle time' while it dries. I glued the inverted 'V' strut first and aligned this by eye to be perpendicular. I then attached both of the front cabane struts and used a pair of dividers to ensure the right gap was set between the front and rear cabane struts.

Once the cabane struts were dry, I put small blobs of Contacta in the cabane strut holes in the upper wing. I then offered up the upper wing and lo and behold...a perfect fit first time. Eduard's engineering is excellent and made this easy. Once the top wing was dry, I then slotted in the interplane struts. The best approach to fitting these is to first place some tube glue in the slot for the base of the struts in the lower wing. Slide the interplane struts into the lower wing but don't worry about securing the top wing yet. Invert the plane, put a blob of superglue in the hole for the front 'V' strut and then pop the front strut in place. Don't worry about making a hole for the rear strut — the best approach is to just align these on the wing once the front struts are fixed and then run some superglue into the point where the rear strut touches the wing. Dry-fit the interplane struts first because I had to trim a small amount from each rear strut to get a perfect fit.

Now it was just the rigging to do. The Nieuport 17 is an easy biplane to rig, as there are only four rigging wires on each wing. The control wires from the tailplane



to the fuselage are a little more tricky but you could always leave these off: as long as you put some rigging on the aeroplane it will look much more realistic than none. I use heat-stretched sprue for the rigging because I find this the easiest and quickest of all the potential methods. The key to getting good results from stretching sprue is to use high quality plastic. I find Eduard sprue is always reliable, while sprue from some limited-run manufacturers does not work well. The sprue needs to be painted to look realistic, which could appear daunting but is in fact

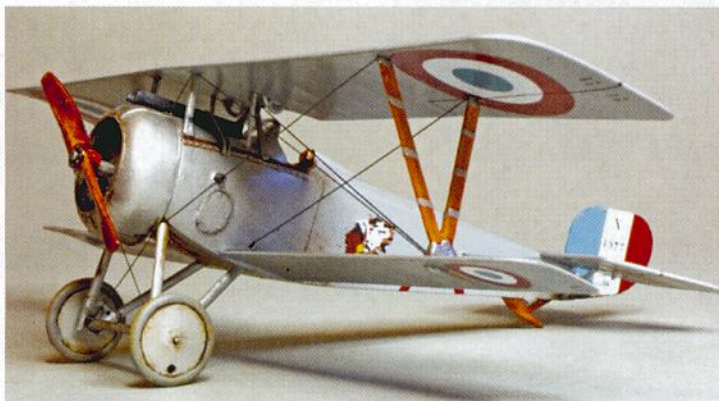


sprue length using a dampened paintbrush and secure one end of the sprue on the plane with white glue applied with a pin — I use the 'tacky glue' available from craft shops, but any white PVA glue will do. This holds the sprue in place but is flexible, so you can move the sprue strand around using the end of a paintbrush to get the final length right. I use a pair of small, very sharp scissors to 'nibble' little bits off the sprue until it is just the right length. The loose end of the sprue is then secured with white glue: put a blob on the aeroplane and push the sprue into it with the tip of the paintbrush. Don't worry if the sprue is not exactly straight. Once all the rigging wires are on, the final step is to straighten them by placing a heat source close to them. I use a modelling tool called a Pyrogravure (from Historex Agents), but a small soldering iron would also work. The sprue will start to move a little and then 'snap' into place. It sounds odd, but it works — honest!

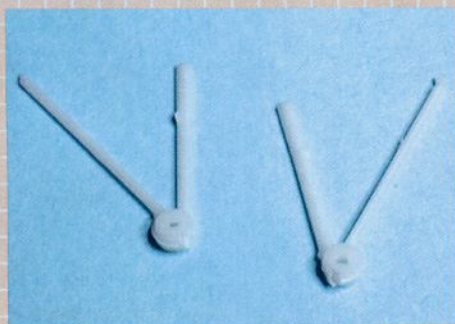
Once the rigging was complete, the final step was to apply some light weathering all over with MIG pigments (just dusted on with a paintbrush) and then we were done. All in all, a very pleasurable modelling experience. I know I will be making a lot more of these lovely kits. Please Eduard, can we have a Nieuport 28 in 1/72 as well?

quite straightforward. I use a mix of black and silver to give a dark steel colour. To paint the sprue, get a large soft brush with a big blob of paint on it. Place the stretched sprue on some white paper then place the loaded paintbrush on top of the sprue. Then gently pull the sprue strand through the paintbrush, keeping the paintbrush lightly pressed on the paper. This coats both sides of the sprue strand, which you then need to hang up to dry.

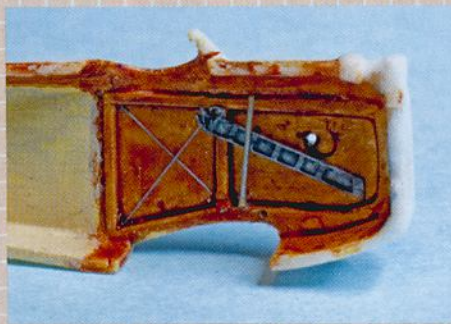
Rigging with stretched sprue is easy. Measure the length of sprue required with a pair of dividers but make sure the sprue is a little too long. Pick up the







The original Eastern Express undercarriage parts — these had to go!



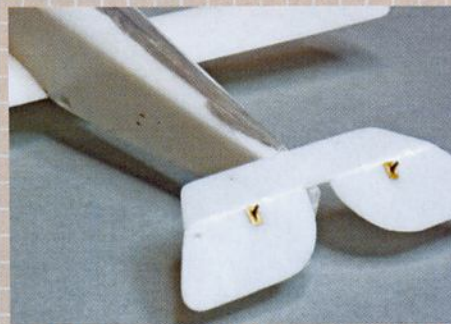
Some simple additions to the interior — the mixture quadrant is from the PART set



The completed interior with PART, Eduard and scratchbuilt components



Replacement undercarriage legs were scratchbuilt from Strutz and PART photo-etch



Control horns were added from photo-etch



Decalling underway. The edging tapes are being added from Pegasus light blue German rib tapes

## Nieuport 11

### Eastern Express

Eastern Express took over the production of the Toko range of WWI kits when that company ran into difficulties. These kits were some of the first of the resurgence of injected WWI kits, and the range included both a Nieuport 11 and Nieuport 16. There was in fact little visible difference between the two: the 16 had a 110 hp engine (compared to the 80 hp engine of the 11) and 16s generally had a headrest (however, there are examples of 16s without a headrest

and 11s with a headrest). I planned to make a Nieuport 11 for the article but could not find that boxing anywhere. However, the Nieuport 16 boxing is still readily available at shows and has a separate headrest so can be used to model either an 11 or a 16. I replaced the engine with an Aeroclub item anyway, so this was not an issue either.

The Eastern Express kit is a mixed bag. Well moulded overall, it has delicate detail and some very nice features. However, the engine is a bit of a blob and the interior detail is sparse. It also has ribbing on the rear turtledeck which

needs to be sanded off as this was not evident on the original. The undercarriage is terrible, with horrible round holders for the axle, and must be replaced otherwise it will give a toy-like look to the finished article. Also, there are outline problems — the upper wing has one too many ribs on each side and the lower wings are each about 2 mm too short, meaning the interplane struts are also in the wrong position. I scratchbuilt some new undercarriage parts but chose to live with the inaccurate wings. Despite this, the finished article captures the look of the Nieuport 11 well.

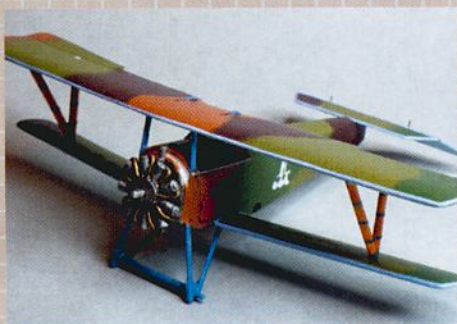
### Interior and Fuselage

Overall, the construction sequence is similar to the Nieuport 17, so I will just highlight the main differences. I decided to add some interior detail and was lucky enough to chance on the PART Nieuport Bébé photo-etch set at Scale Modelworld (I think it somehow drew my wallet towards it). This gave me a basis for the interior to which I added the Eduard seat and belts after scratchbuilding some framing for the seat. The control column, interior bracing and control wires came from stretched sprue and plastic rod. I added some plastic sheet to represent the front of the ammunition box (and also to blank off the interior somewhat), and scratchbuilt a screen behind the seat.

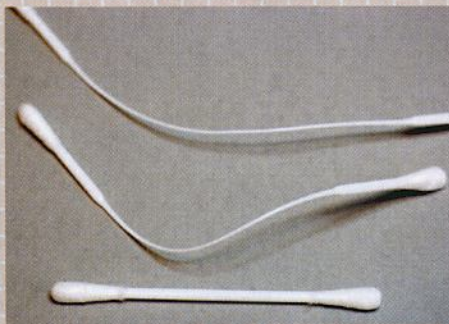
The fuselage went together well but needed a little filler to tidy it up. One oddity: the windscreen is moulded solid, so the opening had to be carefully cut and filled out and filled with Kristal Klear at the appropriate time. I also drilled out the engine air intake pipes as I planned to replace these later. I added the lower wing and filled in the joins as the lines representing the spar through the body did not line up nicely with the kit wing. I scribed these further back as indicated on the *Windsock* plans. I then turned to the undercarriage. This had to be replaced, as the Eastern Express parts were terrible. Fortunately the PART set included the metal brackets that joined the two undercarriage legs together, so I used these with some brass Strutz for the undercarriage legs. I used the kit axle but thinned this down to a flatter (and







The top wing has been added, along with the replacement Aeroclub engine



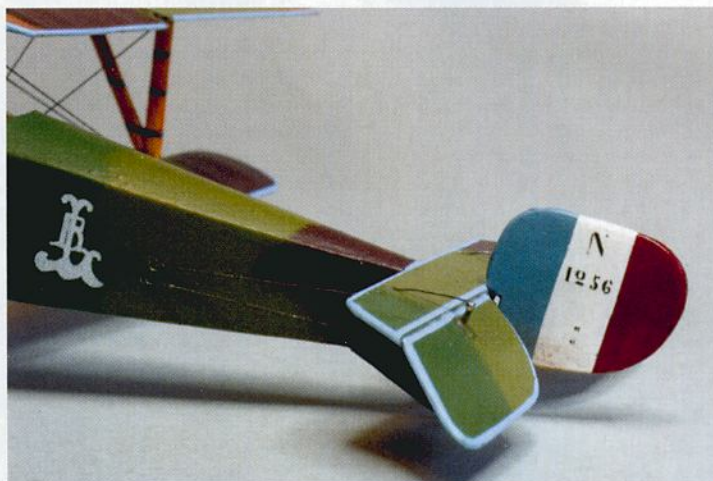
Making thin tubing by stretching cotton buds — you can cut thin sections out of the stretched areas despite the curves



The Aeroclub engine really sets off the semi-open cowling



The completed article looks every inch a Nieuport 11, despite the inaccurate wings



more realistic) cross-section. I also added control horns to the elevators and rudder using PART photo-etch.

### Painting and Decalling

This was going to be a lot more complex than the Eduard Nieuport. I had decided to use the four-colour interpretation of the Nieuport camouflage, which meant a fairly complex scheme would be required. I undercoated the main assemblies (including the upper wing) with Humbrol 1 and then started painting the camo scheme freehand. All colours were mixed from my huge collection of paints and the mixes are too eclectic and complex to be of value repeating. I used the *Windsock* 'Nieuport Flyers' special as my guide and just mixed the colours until they looked close to that. Based on those colours, I think my dark brown is a little too dark and my light brown is a little too intense,

but the overall effect looks good to me and there are no surviving original fabric examples to prove me wrong, so I am happy with the result.

One challenge was that the camouflage was sprayed, with obvious feathered edges. As I'm not an airbrush user this was a challenge. However, I used a combination of dry-brushing and stippling and think the result compares well to original photos, but I'll admit this is one case where the airbrush does well. The undersides were painted light blue (in this case I used Xtracrylix RLM65 which seemed just right). Metal struts were painted a darker grey-blue.

Once the painting was complete, I coated the parts in Klear and began decaling. The markings were simple and straightforward, but I had to add the light blue tapes around all the wing edges. I used the blue rib tapes from

some Pegasus five-colour lozenge decals for this because Pegasus's decals are very thin and conform well to compound curves. Even so, this was a fiddly and time-consuming job. The decals would not conform to some of the sharper curves, so I touched these in with paint.

### Final Assembly

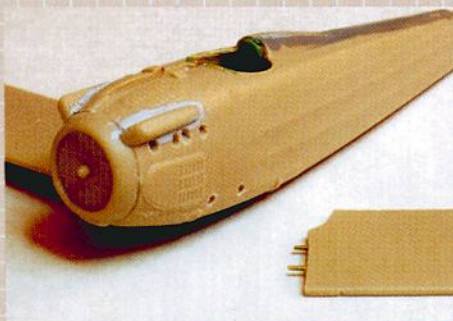
This followed the same steps as the Eduard Nieuport 17, except with a lot more dry-fitting and cursing. One slight difference: I drilled out both front and rear holes for the interplane struts on the upper wing and the struts did fit positively into these. Rigging was exactly the same as on the Nieuport 17. I then added the upper wing Lewis gun to finish the model. I used an Aeroclub item and scratchbuilt the supports from stretched sprue. I also added replacement engine air intake pipes which were made from

the centre section of a cotton bud stretched over a candle flame. These are hollow and if you stretch them carefully you get a very thin tube.

This kit was more challenging than the Eduard Nieuport 17 and is definitely not one for the beginner, but it was not too difficult and I think the resulting model looks striking in the four-colour and blue scheme.







Limited-run WWI kits usually need strengthened joints where the lower wings are separate. Nigel used brass rod



The basis for fitting the top wing



The aileron actuating rod was made from stretched sprue added to the photo-etched kit part



Robert Soubiran's personal monogram



The cockpit detail is straight from the photo-etch in the kit and is excellent



The MAC kit is an excellent representation of the SPAD VII

## SPAD VII

### MAC

I have had the MAC Distribution SPAD VII in my 'to do' pile for some time, so this was the ideal opportunity to get this one built. MAC issued a number of WWI kits a few years back, and their SPAD VII is a pretty accurate rendition with nice detail throughout and a small photo-etched fret of cockpit details. It is certainly the best SPAD VII available (those from Airfix and ESCI not coming close in terms of quality) and can still be found on vendor stalls at shows. It is limited run, so it does not fall together but the overall quality is very good.

### Fuselage and Interior

The MAC kit comes with perfectly acceptable interior detail which includes photo-etched seatbelts, rudder pedals and combined cockpit 'shelf' and

instrument panel. The SPAD cockpit opening is quite small and you can't see much once the fuselage is closed up, so superdetailing really is pointless on this one. I did replace the plastic seat and MAC seatbelts with Eduard etched items, mainly because I bought the Eduard sets some time ago and hadn't used any of them yet. I was a bit wary of using the MAC seatbelts as these looked more like German seatbelts than French, who generally used lap belts rather than the supplied harness type. However, there are no definitive references for this so the MAC seatbelts are acceptable if you don't have Eduard replacements to hand.

Some words of warning about the interior assembly. The MAC kit shows its limited-run nature in the thickness of the plastic parts, so there is no way the supplied photo-etch cockpit instrument panel/shelf unit will fit unless you shave

away a fair bit of plastic from each cockpit half. Also, the floor unit needs to be moved forward otherwise the seat will be so far inside the interior that only a hunchback would be able to fly the aeroplane. However, don't move it too far forward otherwise the control column will foul the instrument panel. Consequently, lots of dry-fitting is advised before you attempt to close the fuselage halves.

Once these minor niggles are addressed, the fuselage can be closed up. Some minor filling was required along with a little refinement of the detail under the wings, but overall the fit was good for a limited-run kit. The lower engine panel, radiator and rocker covers were added without any major problems and then it was on to the lower wings and tail feathers. The lower wings are butt-jointed to the fuselage, which is typical of many short-run kits. This is

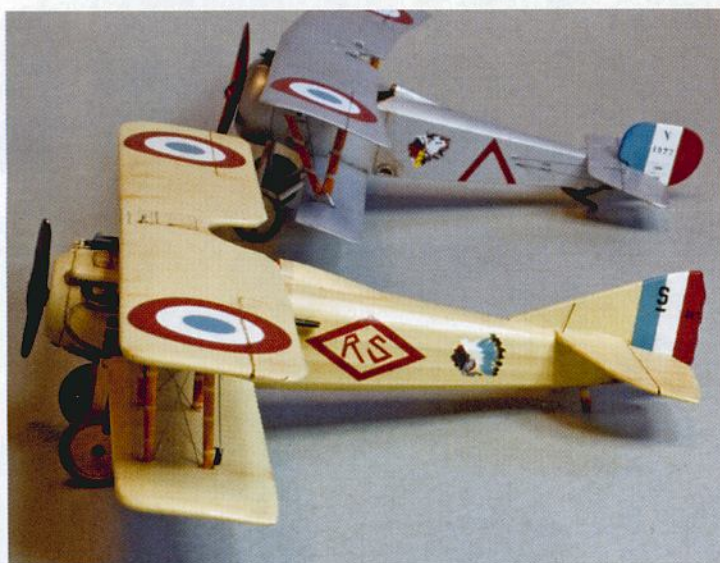
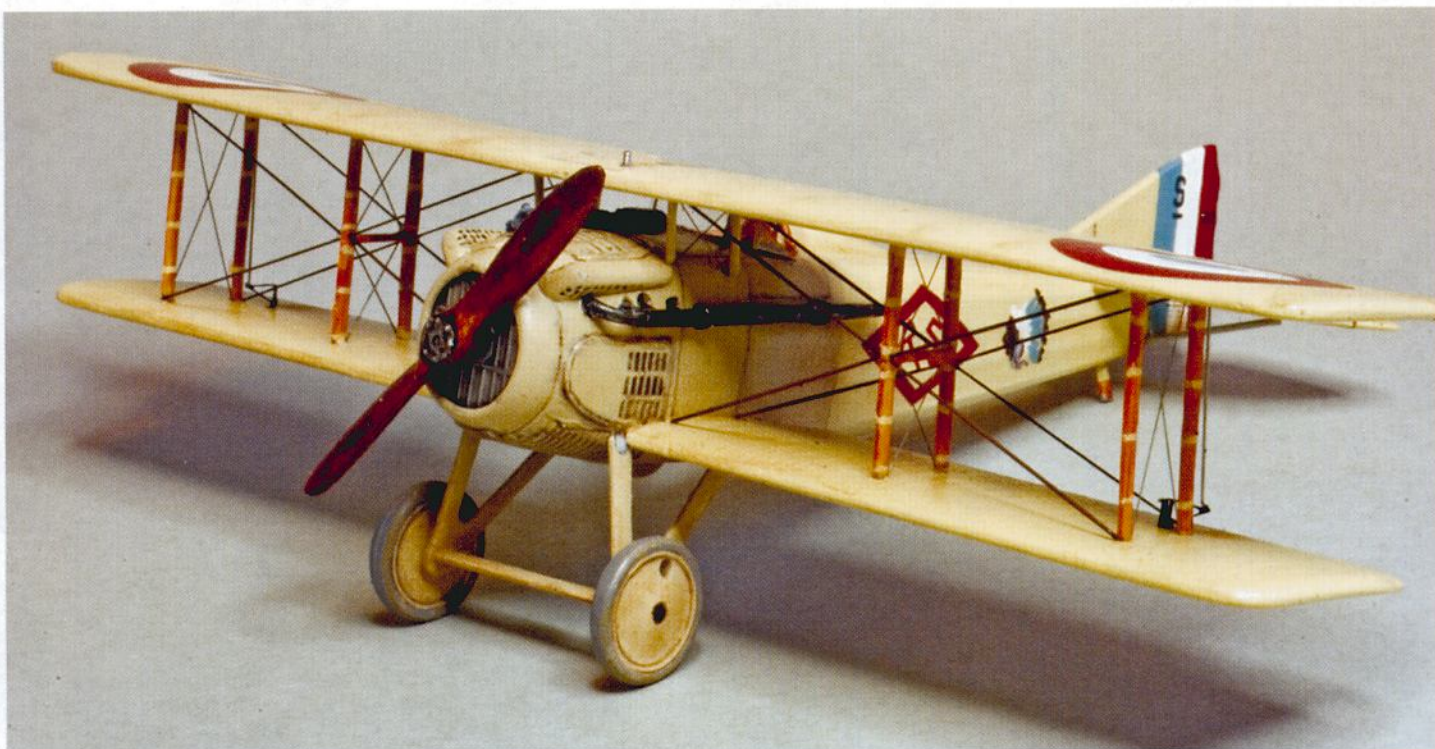
not a problem on monoplanes with big thick wing roots but is a real challenge on biplanes like the SPAD, where there is no wing root as such and the wings are very thin. Also, the lower wings have to be strong enough to withstand the handling and pressure they will get when the struts and top wing are added, so the simple locating pips (dimples really) just won't be adequate. The only option is to add some strengthening spars from thin rod. The best way to do this is to trim down the plastic locating pips so they can still just be seen and use these as a guide to make some pilot holes with the tip of a scriber. This gives a fine drill bit something to bite into. If you try to do this by hand without making the pilot holes your drill bit will slip all over the place. Once the holes are drilled (not too deep) you can remove the rest of the locating pips. I then superglued some thin brass rod into the holes in the wings and attached these to the fuselage using gap-filling superglue as it gives a little 'wiggle' time. Get one wing aligned first (I find the Mk I eyeball works best for this) and secure well, then attach the second wing using the same method. You can then attach the tailplane and elevators: it is best to attach these after you have fitted the lower wings as it is easier to line the tailplane up with the lower wings rather than the other way round.

### Colours, Markings and Finishing Off

With the fuselage, lower wings and tailplane completed, the major components were ready for painting. I decided to add the exhaust pipes before painting due to the problems I had







Two versions of the famous 'Indian Head' insignia on SPAD (nearest) and Nieuport 17

fitting these after painting when I built the Eduard SPAD. I used MisterKit paints throughout, although I felt their French yellow was too light for the yellow-pigmented dope so I mixed this 50/50 with their French beige which gave a more muted colour. I used French beige for the front part of the fuselage. I then emphasised the louvre detail using a brown wash and outlined the main panels around the engine area using a mix of Citadel brown ink and Vallejo black glaze (this was also run around the edges of the ailerons and elevators). The main components were then given a coat of Klear and the decals applied.

Once the tailplane and elevators were on, the only remaining task was to fit the machine gun. The kit part is quite good but has an annoyingly obvious seam and eliminating this would destroy some of the detail. I therefore replaced this with an Aeroclub

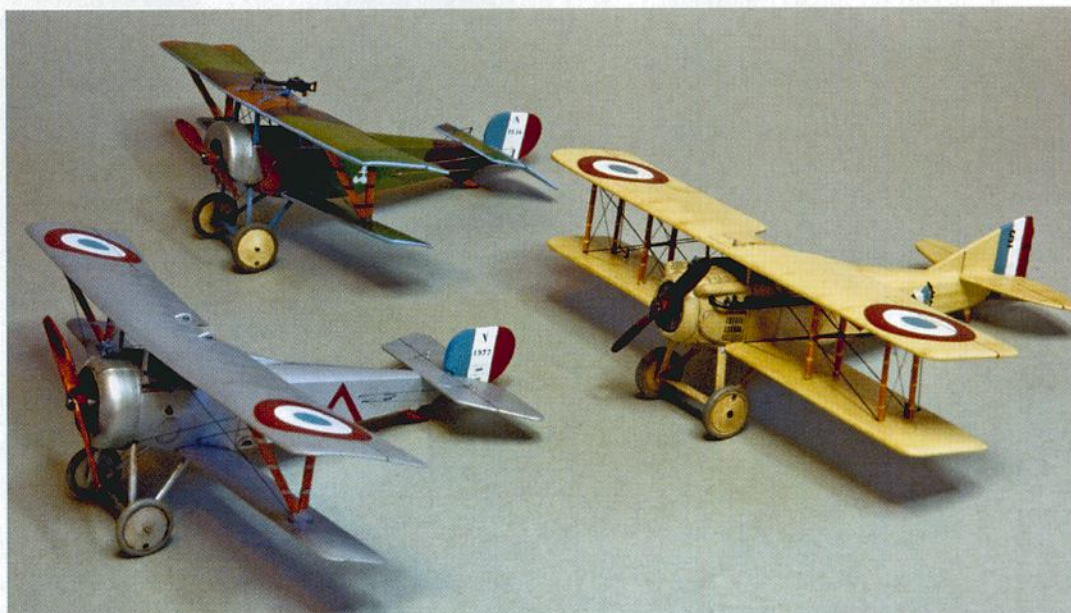
Vickers which fitted well. This was painted black, dry-brushed with white oil paint and then rubbed with some graphite powder once dry.

With the fuselage completed, fitting the top wing was the last major task. I first painted the interplane struts using the same method as for the Nieuports and then proceeded to assemble the top wing. When I built the Eduard SPAD XIII (SAMI, March 2005), I started with the cabane struts as these give a good platform on which to fix the wing. However, that was not an option with the MAC kit as there are no locating points whatsoever for the cabane struts, so I decided to fix the two pairs of inner interplane struts first. I hoped that the 'H' shape would keep the struts parallel but unfortunately I broke one of the pairs of struts which meant much swearing as I had to reglue the broken pair several times. I did manage to get both pairs of

struts glued in position...and then I dropped the model! The modelling gods were obviously not smiling on me. However, after repairing the damage, I was able to fit the top wing. The outer interplane struts fitted easily and I then made cabane struts from plastic strut stock to fit the gap between the upper wing and the fuselage.

I rigged the model using stretched sprue, following exactly the sequence described in my SPAD XIII article (back numbers still available from the usual sources). A little weathering with MIG pigments and it was finished. Overall, quite a challenging build due to the complexity of the struts but an excellent model results. I'll definitely be picking up some more of these kits when I see them at shows and I'd recommend the WWI enthusiasts among you to do the same.

SAMI

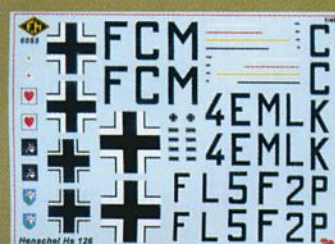




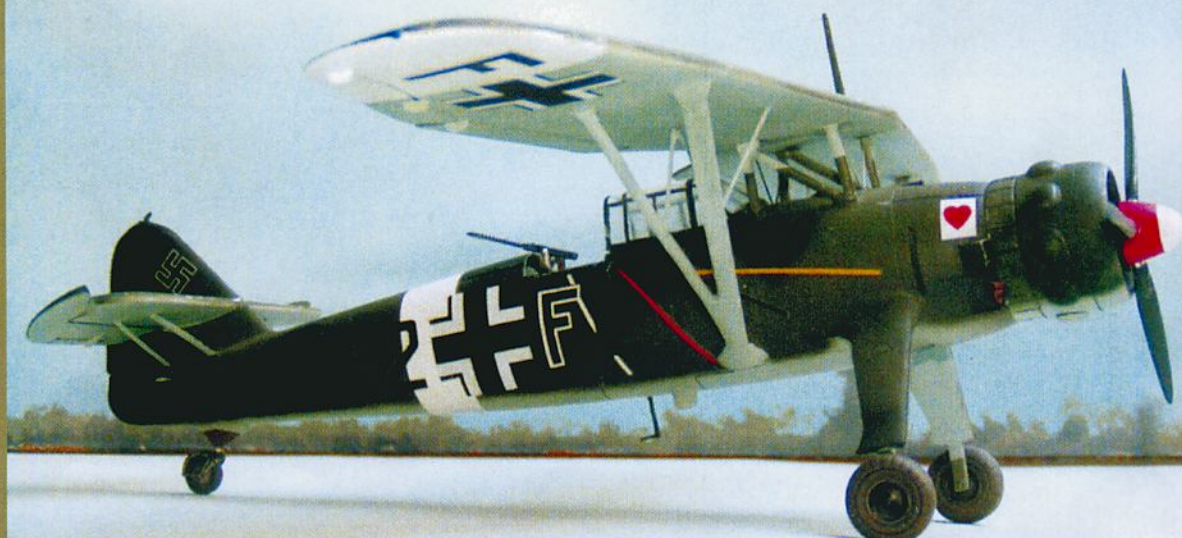


## Henschel Hs 126

Scale: 1/48 Kit No: 6055  
Price: £35.50 Decal Options: 3  
Panel Lines: Recessed Status: New Tooling  
Type: Injection Moulded Plastic  
Parts: Plastic 38, Resin 9, White Metal 20,  
Vacform Clear 2  
Manufacturer: Fonderie Miniature  
UK Importer: Hannants



Decal sheet offers three options



# Luftwaffe's 'Lysander'

Jacques Niot builds Fonderie Miniature's new Henschel Hs 126

One of the good things with Fonderie Miniature is their policy of producing kits of aircraft never previously available in a particular scale, which is quite a change from some mainstream manufacturers' trends. This is particularly the case with the Henschel Hs 126, which as an injection-moulded model has so far been kitted only in 1/72 scale, by Airfix, Matchbox and Italeri. This model is therefore a most welcome addition to any 1/48 scale WWII aircraft collection.

The box, splendidly illustrated by a painting of a 2(H)14 Hs 126 on the African Front, consists of light grey injected plastic parts, with white metal and resin details, the latter including a lovely Bramo 323A Fafnir engine. Two clear acetate cockpit canopies and a decal sheet for three aircraft are also included, along with bilingual assembly instructions complemented by decal placement profiles and a three-view drawing of one of the two official splinter camouflage schemes of RLM 70/71 (the Type B being the mirror pattern of the Type A).

The first kit I was given by the manufacturer was a pre-production

moulding that was soon followed by the definitive kit, prompting me to build both in tandem. There was no major difference between the two except that some parts originally supplied in white metal were subsequently replaced by plastic. These successive builds allowed me to change some of the assembly sequences on the second, particularly in the cockpit area, but more on that later.

Suffice to say that on opening the box the overall impression is very good, with finely engraved or raised panel lines, a highly detailed interior and optional parts for faired or unfaired wheels.

### Cockpit Assembly

As is usual — almost mandatory — the build starts with the cockpit assembly, and here you really can go to town without resorting to scratchbuilding or additional parts. Everything is supplied in plastic, resin or metal: floor, bulkheads, sidewalls, consoles, instrument panel, seats, spent cartridge tub, ammunition drums, control column, rudder bar, machine gun with its yoke...only the pilot's harness is left to you to supply.

The first step was to thin down the fuselage halves from the interior using a No 10 curved X-Acto blade. The plastic is very soft and the job was quickly done. The instructions would have you cement all cockpit elements as a complete sub-assembly before inserting it into the fuselage. That's what I did on the first kit, but I found that the four resin sidewalls did not sit correctly against the fuselage interior, leaving a gap that was difficult to fix afterwards. On the second model I first glued the four sidewalls to the fuselage interior then progressively added all other components (floor, bulkheads) with a much better result.

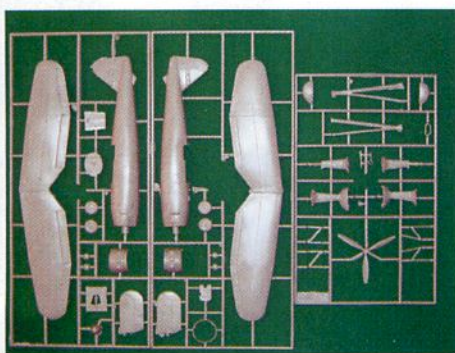
Before the fuselage halves could be joined some adjustment was necessary, mainly by sanding bulkheads and edges of the floor. In addition, the instrument panel base needed shortening by about 1 mm to fit it under the coaming.

Last word about the rear gunner's bulkhead, which is very crowded with the machine gun post and ammo drums and is best completely equipped prior to cementing to the rest of the cockpit tub. It was now time to mate the fuselage halves, but not before a light sanding of the inside of the rudder

## References:

- Henschel Hs 126 published by Avia Press. A Polish monograph with accurate multi-view drawings upon which the master for this model was based
- Avions No 87 June 2000. Editions Lela Presse. Good article with colour profiles
- Luftwaffe III. Squadron/Signal No 22 German Edition 'Oas Waffen Arsenal'. Many photos of the aircraft including one of P2+FL, which is also the subject of the cover
- Oora Kurfurst Uno Rote 13 Series. Photos in various volumes including one of SF+CK (Vol III, p.123)

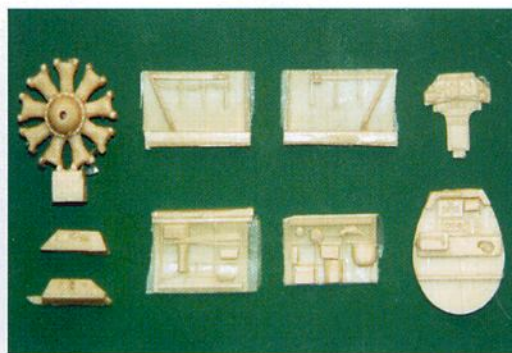




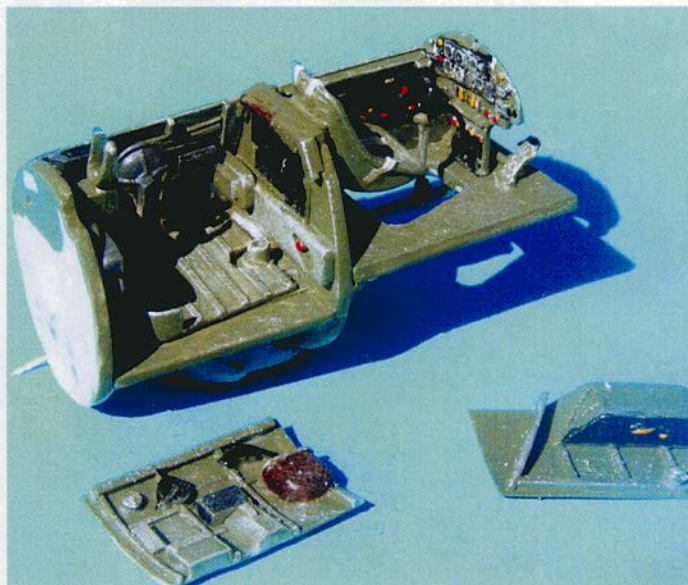
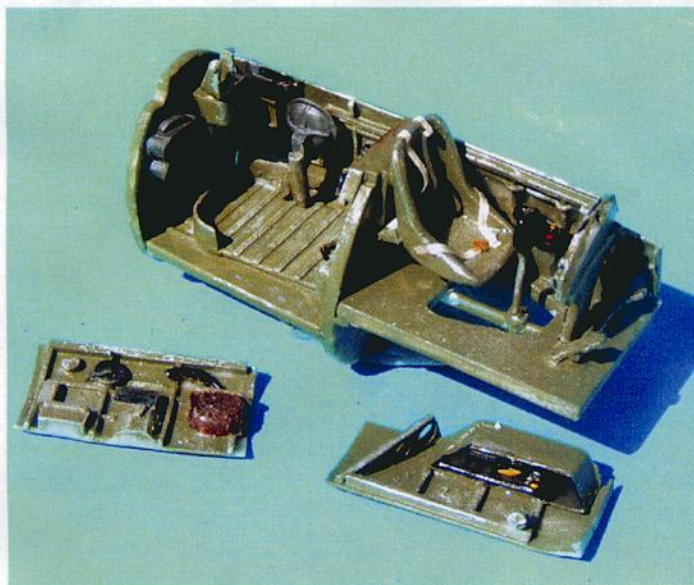
Three sprues contain 38 parts in injection-moulded plastic



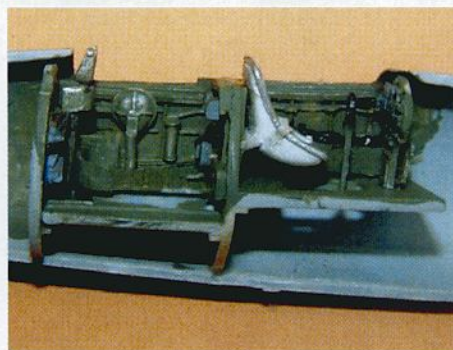
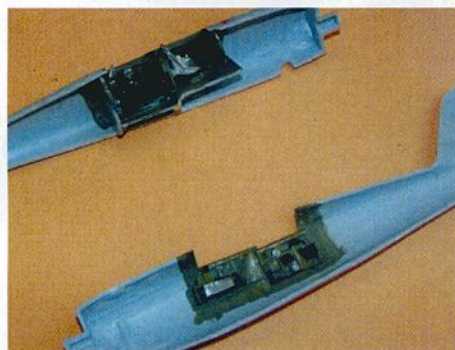
White metal parts



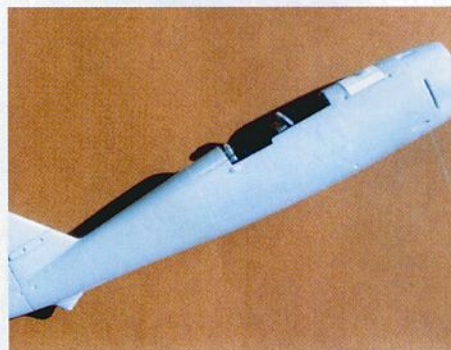
Resin cockpit detail and Bramo 323A Fafnir radial engine



On Jacques' first model he completed the cockpit unit before inserting it into the fuselage halves. Starboard sidewalls have yet to be fitted here



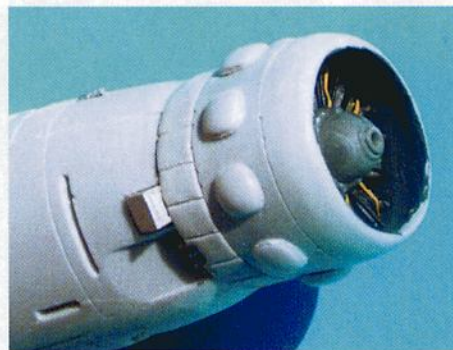
On the second model the resin sidewalls were added to the fuselage sides, then the floor assembly installed



Fuselage halves joined, upper decking detailed replaced with plasticard and rudder trim tab added



Jacques removed the moulded-on ignition harness from the Bramo Fafnir engine and replaced it with lead wire, adding pushrods from stretched sprue

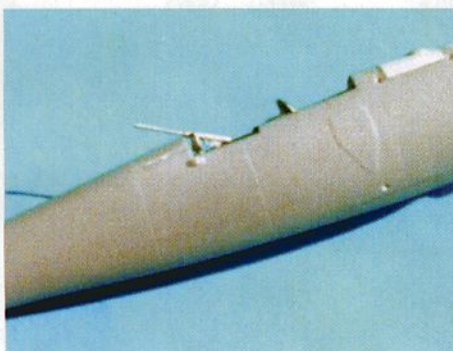


Engine/cowl unit cemented to the fuselage — correct assembly sequence is vital here — once the cowl halves are joined the engine cannot be inserted!



Because of the parasol wing configuration Jacques installed and masked the vacform canopy at an early stage. The forward MG 17 machine gun's fairing between the cabane struts "needs improving or replacing"





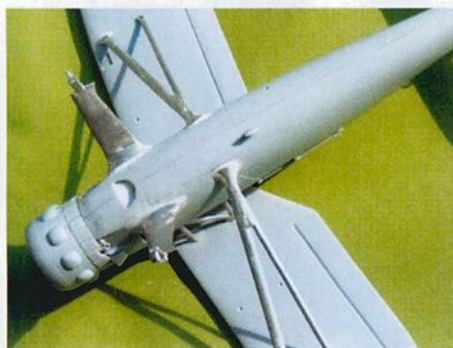
Rear cockpit's flexibly-mounted 7.9 mm MG 15 machine gun has been positioned for the photo, but will not be installed until painting has been completed



Main undercarriage legs, tailwheel, canopy rails and carburettor intake have been installed and the fuselage is now ready to receive the parasol wing



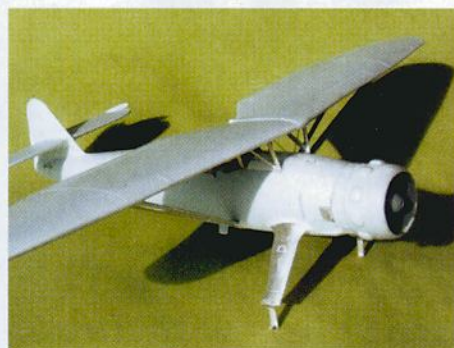
Wing and tailplanes in place — note slightly depressed elevators



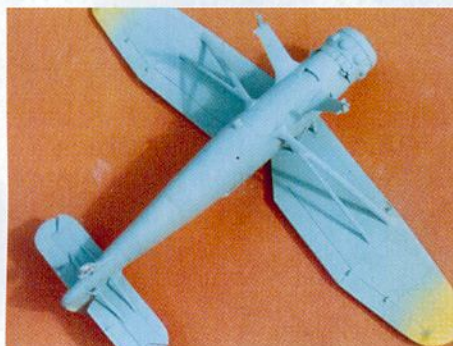
The main V-struts needed some blending in with filler at their junctions with the fuselage and wing lower surface



Rear cockpit area awaits detail items prior to painting



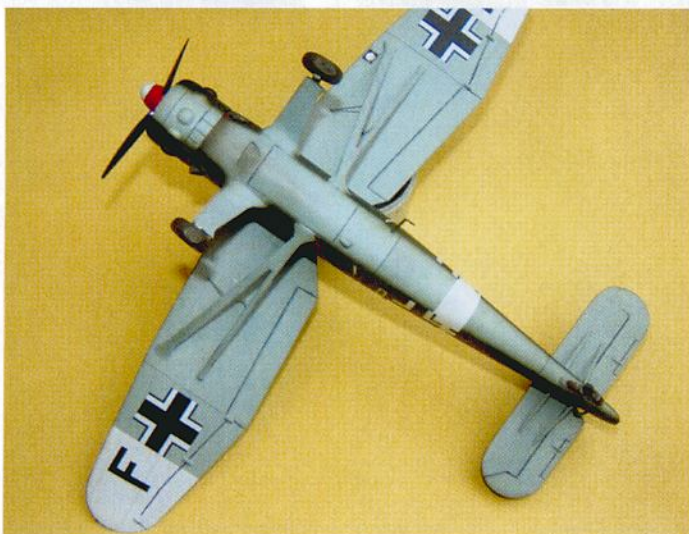
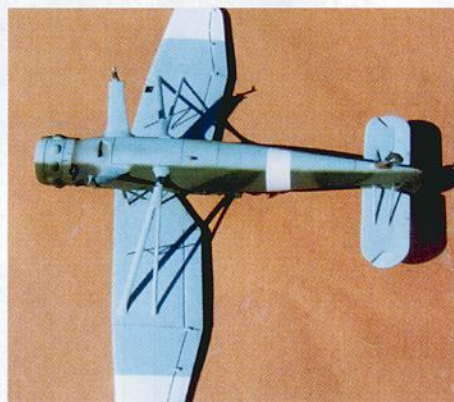
Cabane strut bracing wires came from 0.2 mm steel guitar string



White wingtip tactical markings on P2+FL were airbrushed with Tamiya fine surface primer then masked prior to application of the RLM 65 undersurface colour on both



RLM 70/71 applied to P2+FL. Not 'feathered' demarcation line between the two colours



Decals applied to P2+FL (left)... and to the Desert Front 5F+CK. Note the difference in aileron hinge line between the two models. Jacques removed the moulded-on ailerons from his second model and reattached them with the correct gap



so as to obtain the thinnest trailing-edge possible.

### Wing

I now turned my attention to the wing, which is supplied as one upper and one lower surface. Even though the trailing-edges are very acceptable, they benefit from some more sanding. I put great importance on having ultra-thin trailing-edges, as this is the key for realism in photos.

Here I digressed a little from the build procedure. After my first Henschel was completed and I had studied photos of the real machine more closely I realised that a gap could be seen between the aileron hinge line and the wing, a feature I had overlooked on the model.

It was an easy job on the second kit to separate the ailerons after carefully cutting off the six hinges, removing 1 mm along the ailerons' span and recementing them in place, leaving a visible gap. The underside of the port wing has a square recess for a landing light which FM leaves you to scratchbuild: some black paint, a disc of chrome plastic piece and a piece of clear tape does the trick.

### Cockpit canopy

It may sound odd to deal with the cockpit transparency this early in the build process, but on parasol wing aircraft or biplanes whose canopies are often hidden by the upper wing you just have to attend to it here. So, prior to any attempt to join wings to fuselage the vacformed clear canopy was cut out (a spare is supplied in case of error), cemented in place after some delicate trimming of the edges, and some filler added in the windshield area. I found that the best fit was obtained with the canopy edges very slightly overlapping the fuselage opening. The next job — and I'd dare say for most not the most enjoyable — was the masking of the framing with all those bits of sticky tape that have to be tailor-cut with extreme care.

### Engine and Cowling

After the small and mainly white metal detail pieces (carburettor intake, front machine gun muzzle, exhaust pipes, rudder horns, canopy's sliding rails, tailwheel and cabane N-struts) had been cemented in place it was time to turn attention to the engine/cowling assembly.

The engine itself is a one-piece resin unit with good detail that even included cast-on ignition wiring, but I elected to sand that away and replace it with 0.3 mm lead wire. I also added pushrods from stretched sprue. After careful painting (Alclad aluminium and black wash for cylinders, gloss black for the pushrods, light yellow for the ignition harness and medium grey for the reduction gear casing) the result was pleasing.

The cowling is a six-part affair

consisting of two halves, a cooling flap ring and three separate cylinder head fairings. Some of you probably will ask themselves why all nine fairings have not been moulded integrally with the cowling? The answer is that FM have limited tooling capabilities and they found that moulding separately the fairings that were adjacent to the cowling joint lines gave a neater result.

Now be warned: do *not* cement the cowling halves together without the engine in place. Both front and rear openings are too small for that. The assembly sequence I suggest is as follows: 1. Cement the completed engine onto the fuselage front tubular spacer pushing it as far back as it will go — the spacer is designed to give the correct positioning of the engine relative to the cowling rim — and make sure that the lowest cylinder is at the six o'clock position. 2. Prepare the cooling flap ring by sanding the inside to nearly scale thinness and place it temporarily on the fuselage front. 3. Simultaneously offer up the cowling halves around the engine and lightly glue them with liquid cement. 4. Push the cooling flaps forward so that they fall into place in the cowling's aft recess (watch the notch at 12 o'clock). Other methods are probably just as good, but this one works.

### Undercarriage

You have the choice of unfaired or faired wheels. For the latter each leg is moulded with the inward fairing half as a single piece, the outward one coming into place after the wheel has been inserted.

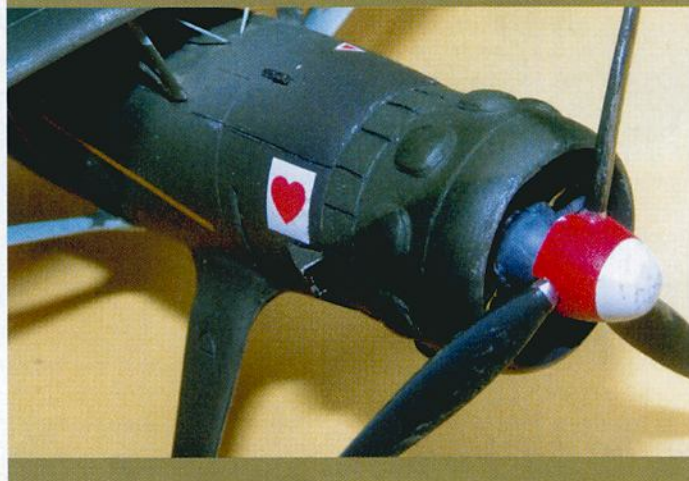
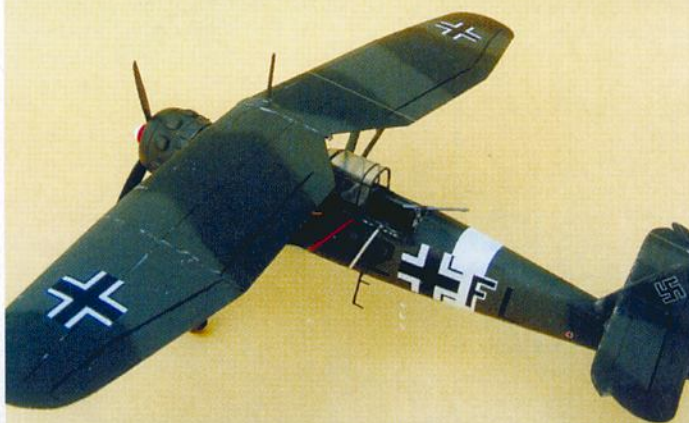
On both models I chose the unfaired configuration as I feel that it was more in keeping with a war machine, but a third model with spatted wheels is not beyond consideration!

On the legs' leading-edges you may notice a raised line from top to bottom. This was the hydraulic brake line, but I chose to sand it off and replace with 0.3 mm lead wire. Cementing the legs to the fuselage should be carried out carefully, as the slots in the fuselage as well as the locating tabs at the tops of the legs are rather vague. Some filler will be necessary at the fuselage/leg junction but it should not detract from the final appearance if carefully done. The wheels are beautifully moulded, with nice rim detail and treaded tyres.

### Putting up the Parasol

Now came the dreaded moment of attaching wings to fuselage. The cabane N-struts had been glued in place in a previous stage, but prior to any further operation they needed to be equipped with their bracing wires, consisting of four strands of 0.2 mm wire attached to form two Vs as seen from the front. The wing, whose locating holes had been considerably enlarged and deepened, was then offered up to these struts and cemented with a dab of slow-setting glue at each

## Henschel Hs 126 P2+FL





of the four points. Next the model was laid upside down and checked that everything was square, with a particular attention being paid to the wing's angle of incidence which appears to be around 0°, or maybe slightly negative as it appears on the multi-view reference drawings. Only now could I reinforce the attachments to the cabane struts with more glue.

The main V-shaped struts were now added, but their fit was not perfect, needing some filler to reshape their ends both at the fuselage and the wing undersurface. It was nothing, however, that a modeller with a modicum of experience couldn't fix. The only remaining parts of the wing structure to be added were the two mid-span auxiliary N-struts which are supplied as oval-section white metal castings, but I found it easier and more realistic to replace them with lengths of 0.6 mm Evergreen rod.

When installing the tail surfaces note that the entire unit including the fin/rudder are offset by 2° to port. With hindsight I'm not sure that this oddity should appear on a model even if it accurately reflects the real aircraft. Seen from above it really does look strange and will inevitably lead to some ironic comments as to your ability to build models accurately, but at least you can rest assured that you are right. The four tailplane struts, supplied in white metal but replaced on my models with Aeroclub streamlined strut stock, were added next, and the model was now nearing completion, with most of the small remaining parts such as the propeller/spinner, antenna mast, access ladder and machine gun to be added after painting.

### Painting and Decalling

The Hs 126B-1 three schemes offered in the kit are:

1. P2+FL of (H)21/3 Staffel, Eastern Front, 1941 in RLM 70/71 splinter camouflage over RLM 65 undersurfaces.
2. 4E+ML of 3(H)13 Staffel, Greece, 1941 in RLM 70/71/65 but with yellow cowlings and spinner.
3. 5F+CK of 2(H)14 in desert camouflage of RLM 79/80/78.

I chose to model P2+FL and 5F+CK. Now came the most tedious phase inherent to all biplanes or parasol-winged aircraft models: masking for painting. Hs 126 is no exception with its light blue main struts, partly green and partly blue cabane struts, blue and green undercarriage and two greens uppersurface camouflage. And abandon any hope that things will be easier with the alternative desert camouflage scheme! And then the basic schemes are complicated by tactical markings such as white or yellow fuselage bands and/or wingtips!

Oddly, P2+FL sported the white tactical markings of the Desert Front on the fuselage and (presumably) below its

wingtips. The white areas were airbrushed first and masked off, to be followed by the light blue. RLM 65. Again this was masked — on of those chores mentioned above! — and the RLM 70/71 splinter pattern applied using Tamiya tape for masking with all colour separation lines being touched up subsequently using a 0.2 mm nozzle on the airbrush and low pressure. The colours I used were all home-made mixtures of Tamiya acrylics. I will not give you the mixture ratios as it always irritates me to read in pedantic build articles claiming that such-and-such a colour is best rendered "with a mix of 23.5%

X+47%Y+29.5%Z". Who nowadays can enjoy that kind of certainty when all paint charts are different and parts of real aircraft with original paint are hard to come by 65 years later? The point is to adopt the colour you feel is most likely to be correct, bearing in mind the knowledge you have gathered on the subject during all your years of modelling.

On the decal sheet the *Hackenkreuze* or Swastikas are split into S-shaped pieces — ridiculous, but beyond the manufacturer's control, and shall we get rid of this hypocrisy. They are best replaced by aftermarket items.

The white background of the 'Ace of Hearts' badge is missing and the emblem itself is surrounded by a red line which should not be there. This problem was quickly addressed with a rectangle of white decal from the spares box with the heart superimposed. The four 'dive angle' stripes are adequately supplied, each in a different colour, and the four 'altitude' (1000 m - 500 m - 100 m - 50 m) are supplied in tiny but legible black decals that should also have been printed in white for the dark camouflaged machines. But this is nitpicking, as the decal sheet is otherwise superb.

My second choice, 5F+CK, is the subject of the box art, but it seems that the green 'blotches' do not follow the scheme shown in a photo of the real aircraft that appears in *Oora Kurfurst Uno Rote 13*, which shows rather more 'streaky' spots not very far removed from those sported by Italian fighters in the same theatre.

### Conclusion

Summing up, we have at last been offered an very interesting model of an aircraft that served on all fronts throughout WWII and even before, since the Hs 126A-1 was despatched to Spain in 1938 to support the Legion Condor. It so played an important role with Luftwaffe units, even if it failed to enjoy the fame of its near-counterpart the Fieseler Storch. The FM kit faithfully reproduces the real machine, is easy to build, and can be turned into a magnificent model which fills an important gap in quarter-scale collections of WWII machines.

SAMI

## Henschel Hs 126 5F+CK







## Hawker Sea Hawk

Scale: 1/72nd Kit No: SH72080  
Price: £14.40 Decal Options: 2  
Panel Lines: Recessed v Status: Revised Tooling  
Type: Limited Run Injection Moulded Plastic,  
Resin & Etched Brass  
Parts: Plastic 29 (Grey), Resin 28, Etched 48,  
Clear 1  
Manufacturer: Special Hobby  
UK Importer: Hannants



Kit decal sheet provides Fleet Air Arm and  
Kon Marine options

## References:

- Air Enthusiast No 108 for November/  
December 2003 contains an excellent article  
on the Sea Hawk in Dutch service

# Dutch Sea Hawk

Trevor Pask builds Special Hobby's kit of Hawker's elegant naval fighter

**I**n the 1940s and 1950s the technological pace of aircraft development was rapid and some types had, by current standards, very short in-service lifetimes. The Sea Hawk had a comparatively long service history, but in essence it was still very much an interim type, bridging the gap between the Fleet Air Arm's first jet, the Supermarine Attacker, and introduction of the swept-wing Supermarine Scimitar and de Havilland Sea Vixen.

The aircraft was designed in 1944, first flew as the Hawker P.1040 prototype in September 1947, and carried out sea trials aboard HMS *Illustrious* in 1949. When these proved to be satisfactory, orders were placed for 151 F. Mk 1 production

aircraft. By the early 1950s Hawker were struggling with the design that was to become the Hunter, and after the completion of just 35 aircraft design authority and production of the Sea Hawk was passed to Armstrong Whitworth, who completed the

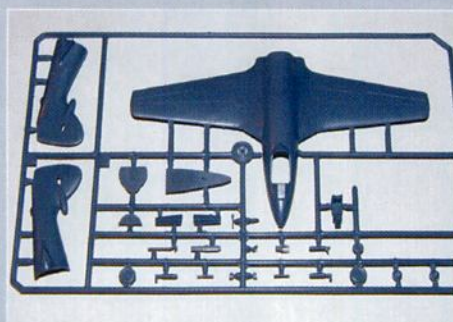
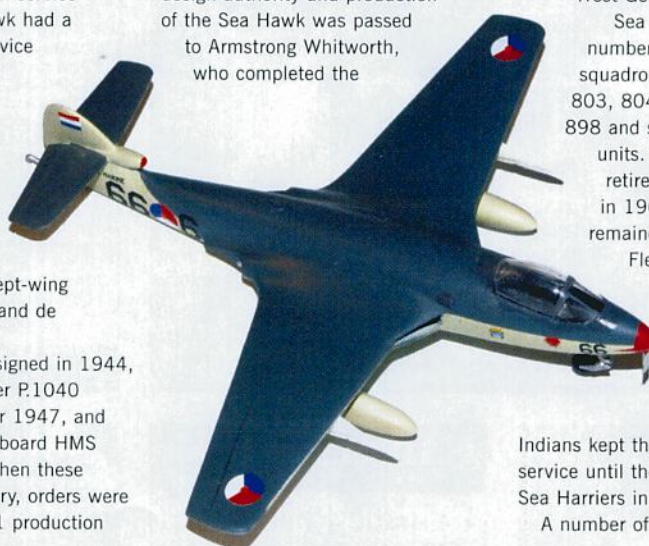
original order for F.1s and went on to produce a variety of marks for the Fleet Air Arm and several export countries, including The Netherlands, West Germany and India.

Sea Hawks equipped a number of Fleet Air Arm squadrons including 800, 801 803, 804, 806, 896, 897, 898 and some second line-units. The type was finally retired from the Royal Navy in 1966, although a handful remained active with the

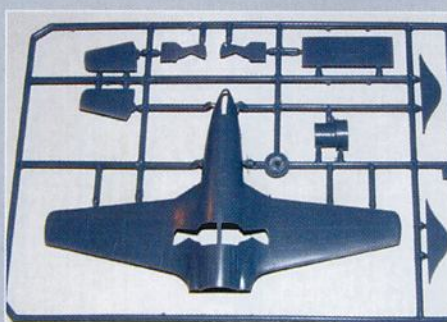
Fleet Requirements Unit until 1969. The Dutch and Germans phased their aircraft out over a similar

timescale, but the Indians kept their Sea Hawks in service until they were replaced by Sea Harriers in 1982.

A number of Sea Hawks survive in



Main sprues, showing a good standard of moulding for a short-run kit



Resin and etched brass parts are provided in this Special Hobby Hi-Tech issue



Work is required to persuade that resin cockpit detail to fit



Lack of locating pins requires a little brute strength at times



RR Nene engine detail is a very imprecise fit





museums and private collections, but the star is WV908, an FGA.6 which is maintained in airworthy condition by the Royal Navy Historic Flight at RNAS Yeovilton.

### Modelling the Sea Hawk

The Sea Hawk is one of those classic British types that have been poorly served by mainstream kit manufacturers over the years. Airfix produced a kit in the early 1960s which was acceptable at the time, but the toolings have been impossibly crude for decades. The kit still appears from time to time and Airwaves produce a series of photo-etched parts to upgrade it, but the modeller has always been facing an

uphill challenge to get a decent result. Even worse is the FROG/Novo example. This kit, which still turns up in various Eastern European guises, is extremely basic to the point of having the pilot's-head-on-a-shelf approach to cockpit detail. (*I've always felt that — despite its crudeness — the old FROG kit actually captures the shape of the Sea Hawk better than the later Airfix offering. Ed.*)

In 1/48 scale Classic Airframes produced a good limited-run model that was a distinct improvement over the Falcon vacform which hitherto

had been the only way to get a large-scale Sea Hawk, and a new 1/48 kit is in prospect this year from Trumpeter. A decent small-scale example has been on the top of many enthusiasts' wish lists for years. In 2005 those prayers were answered when Czech manufacturer Special Hobby/MPM issued several Sea Hawk

kits in 1/72 scale. The basic kits have only injected parts, but some more sophisticated Hi-Tech versions included additional resin and photo-etched elements to enable the modeller to aspire to a much higher level of detail. The kit I acquired for this project was one such, offering options for a Fleet Air Arm and Dutch *Kon Marine* machines. With a Dutch partner I am frequently attracted to subjects from that country and as the only jet fighter to have served with the *Kon Marine* that version instantly appealed.

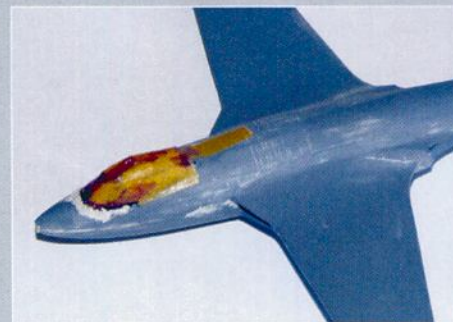
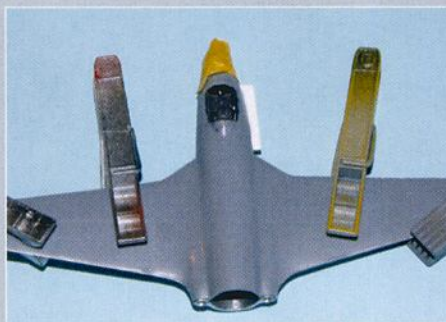
The kit's plastic parts in the kit are fairly typical of a modern limited-run — a little basic by the standards of Tamiya or Hasegawa, but



Be sure to stock up on your favourite filler!



The two upper/lower fuselage/wing halves ready to be closed up...with lots of help!



More filler as the injection-moulded canopy is also a poor fit



immeasurably better than that old Airfix kit. The gates on the sprues are very thick which demands that the parts be removed very carefully, and there are no locating pins of any sort, so constant test-fitting is needed during construction. The configuration of the Sea Hawk has enabled Special Hobby to break down the parts in a very user-friendly way. The front fuselage and wings are split horizontally, while the rear fuselage is provided as a separate unit split into two vertical halves. This latter feature enables an alternative to be provided for German *Marineflieger* aircraft, which were fitted with a taller vertical tail. Although the parts for this are provided in this kit, the

*Marineflieger* decals are not.

In addition to the plastic parts, the Hi-Tech kit also contains a small bag of resin and photo-etched parts. These include a replacement cockpit interior and underwing stores. The cockpit is a huge improvement on the plastic items, while the stores even include a battle-damaged drop tank for the Suez campaign Fleet Air Arm example. The whole package seemed very buildable, but never having attempted a Special Hobby kit before I was intrigued to see how it would go together in practice.

### Construction

The resin and photo-etched cockpit components are comprehensive but

probably wasted in this small scale. The tub is a beautiful casting, as are the seat and sidewall inserts. Unfortunately, incorporation of these parts into the fuselage mouldings leaves a lot to be desired — a considerable amount of trimming and cutting is required to get a decent fit.

Before the two fuselage/wing halves can be joined a wheel bay insert has to be installed. This has a good representation of the Sea Hawk's RR Nene engine which can be seen through the wheel wells, but the insert is again a very poor fit. I had to tape it in place while the cement cured.

Once the cockpit and wheel wells were in place the two front

fuselage/wing components could be brought together. Again the fit was not perfect and some serious clamping was required. The rear fuselage was also attached at this point. Whilst the overall fit of the parts is immeasurably better than that of the old Airfix kit, it leaves something to be desired by modern standards. Lots of filler is required, and the soft plastic used in limited-run kits does not aid the cleaning up process.

Some of the surface detail provided is soft and indistinct. I ended up filling in most of this and rescribing some of the more prominent areas such as the control surfaces.



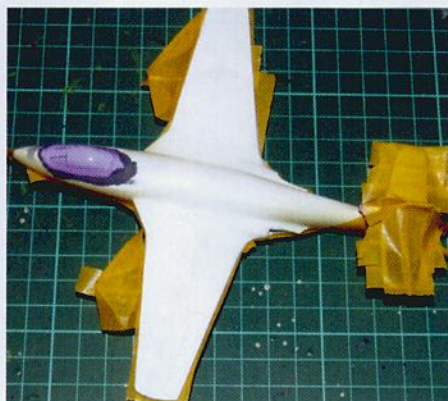
Last minute touching-up



Halfords White Plastic Primer was used to highlight areas where more work was required before painting



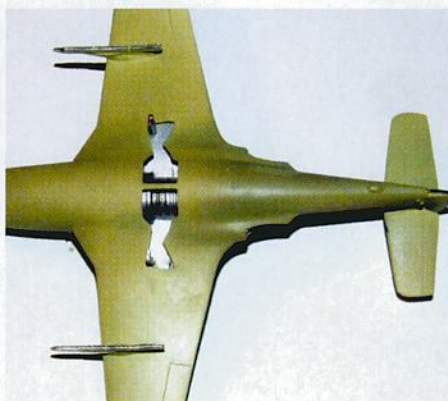
Rescribing some of the lost panel detail



Careful masking up prior to applying Extra Dark Sea Grey to the upper surfaces



Initial coat of Humbrol Sky goes on the undersurfaces



Detail painting underway



Decal application underway





The canopy is injection-moulded and a distinct improvement on the vacformed versions found in many earlier Special Hobby kits. My example was not a great fit however, and filler was required to blend it into the fuselage.

### Painting and Decalling

Halfords White Plastic Primer was used liberally throughout the build to highlight areas where more corrective filling was required, and finally to provide a uniform finish for paint. The painting details provided by Special Hobby are accurate, but no proprietary paint references are given. I used Humbrol for the Extra Dark Sea Grey and Sky scheme used on both the Fleet Air Arm and Dutch aircraft. The Sky went on first in two lightly airbrushed coats. A third coat was slightly lightened with matt white and used to highlight some panel detail. When the Sky was dry I used Tamiya tape to mask out all of the areas that would remain in this colour. The curved demarcation line

between the exhausts and fin took patience to get uniform on both sides of the model, but a template cut from a Post-It note helped. As with the undersides, the Extra Dark Sea Grey was applied in two thin coats with a third lightened slightly with matt white.

Special Hobby supply decals for two aircraft: a Fleet Air Arm example

of 802 NAS flying off HMS *Albion* during the 1956 Suez conflict, and a *Kon Marine* aircraft from 860 Squadron flying off HNMS *Karel Doorman* in 1959. The decal sheet is of aftermarket quality, but — presumably to keep costs down — the black-and-yellow Suez campaign identification stripes on the FAA aircraft are not included on the sheet. Anyone wanting to model this aircraft will have to carry out some accurate masking.

The decals are very thin and accordingly demand careful handling. I applied a couple of coats of Johnsons Klear over the entire model prior to application and most of the decals bedded down satisfactorily and responded well to Micro Set/Sol, but I had trouble with those which made up the red noseband. Lots of

Micro Sol eventually made them conform, and a little touching up with Humbrol 60 matt scarlet hid the tiny spot of Extra Dark Sea Grey which showed through the joins.

Several aftermarket decal sheets have been produced for the Sea Hawk by the likes of Modeldecal and Model Art, but the sheet which came with the kit is more than adequate, and alternatives would only be necessary if you wanted to model a particular aircraft.

### Summing Up

Not the ideal kit, nor one for the complete novice, but a satisfying and relatively straightforward project nonetheless. If I were building a second one I would do a few things differently, but that is all part of the learning process. The Sea Hawk was an attractive aircraft, and given the numbers in which it was built it is surprising that no major manufacturer has attempted a kit in recent years. Special Hobby and their kind address such niches for modellers, and their Sea Hawk more than adequately fills the gap.

SAMI



Box art from two issues of the Airfix kit



Novo reissued the venerable FROG Sea Hawk



**A** Milton Keynes Scale Model Club's ever popular annual ModelKraft Show was held on 4 February and attracted a record number of over 1,000 visitors and a very high standard of modelling skills among the competition entries and club exhibits. Here are some that caught our eye.

SAMI

All photos by Mike Jerram



Highly detailed 1/72 scale Tornado in Gulf War colours took Gold for builder Paul Cherryman in Class A

# ModelKraft 2007



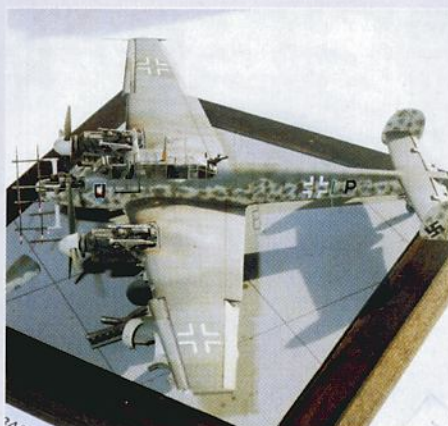
Class D Winner and Senior Best in Show was Alan Clark's scratchbuilt 1/18 scale replica of Albatros D.Va D7161/17 preserved in the National Air & Space Museum in Washington, D.C.



'Jucy Lucy', N Turner's 1/48 scale P-47D Thunderbolt, scooped the top award in Class B



Vincent Blackburn's Ki-46 Dinah won Bronze in 1/48 scale pre-1945 Class



Runner up in Class B was Paul Cherryman's Messerschmitt Bf 110 nightfighter with extensive detailing



Lloyd C.V by H Beyes had very convincing wood-skinned finish and was Commended in Class BXXX





Gary Rhodes's BAC Lightning F6 was adjudged winner of Class C for 1/48 scale post-1945 aircraft



Nicely executed Roden Grumman OV-1D Mohawk in lo-viz US Army colours was an entrant in Class C



Scratchbuilt 1/72 D.H. Trident 3 by N Turner was a remarkable piece of work, perhaps a touch shinier than any Trident ever remained in service, and was awarded a Bronze Medal in Class A



Not often seen on competition tables, this 1/48 AMD Rafale M earned builder 'Chip' Chipendale a Silver Medal



Sam Publications contributor Gary Prettyman was Class D Bronze medalist with his 1/32 Zero, posed on a convincing wooden carrier deck



Mostly scratchbuilt and exquisitely detailed 1/48 scale rendering of Miles M.2W Hawk Trainer G-ADWT, the full-size aircraft having recently been restored to airworthiness by Jan Cooper and her team. SAMI's Managing Editor was quite overcome with admiration for this model. Not so the judges, for it was unplaced...



It's that man Paul Cherryman again, this time taking Bronze in Class C with his A-7E Corsair II in the colourful markings of the US Navy's VA-81 'Sunliners' aboard USS Forrester



NeoMega's Yak-52 is already starting to appear on competition tables, but this neat rendering in DOSAAF colours failed to sway the judges



SAMI's Managing Editor made a rare foray onto the competition tables, and was rewarded with Bronze for his scratchbuilt 1/32 scale replica of the 1930 Granger Archaeopteryx tailless light aircraft



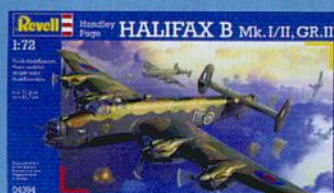
Signor Brenco from Italy was Class A Silver winner with his Revell Spitfire Vb in the familiar North Africa campaign colours of 244 Sqn's Wing Commander Ian R Glead





# Halifax-on-Sea

Inspired by members of the Handley Page Association, Andy Hazell builds Revell's Halifax in Coastal Command Colours



## Handley Page Halifax

Scale: 1/72 Kit No: 04394  
Price: £12.99 Decal Options: 3  
Panel Lines: Recessed Status: Reissue  
Type: Injection Moulded Plastic  
Parts: Plastic 74, Clear 29  
Manufacturer: Revell



## Sources:

- Fraser-Mitchell and the Handley Page Association
- British Warplanes of WW2 by Daniel J March.
- P H T Green for his kind permission to reproduce his wartime picture of HR744/G in flight circa 1944
- Lyndon J T Jones for his superb GR.II cutaway drawing
- SAMI's Managing Editor and Deputy Editor for their continued understanding of my failure to complete any project in anything remotely approaching a reasonable timeframe!

**I**t's not the most original title, and no, my geography is not failing me, but appropriate enough for a Coastal Command 'Halibag'. So why choose a Halifax? Following my Magna/Airfix Halton conversion (SAMI, April 2006) the Handley Page Association was very interested in and extremely complimentary about my efforts. In fact they contacted me and very generously offered access to their extensive archives for any future projects I might be considering. Now, I must confess that I had no real plans for another Handley Page of any description, but the Deputy Editor thought otherwise, deciding I was the ideal candidate (victim?) for the Revell reissue of the old Matchbox Halifax.

Following a conversation with the HPA Honorary Secretary and Vice-President, the very amiable and extremely knowledgeable Harry Fraser-Mitchell, I found myself in possession of a number of copies of original factory drawings and plans that included the original Coastal Command colour scheme layouts. From Mr P Green came an in-flight photograph of the aircraft I was intending to build for this article, and finally, from Lyndon Jones I received a copy his superb cutaway drawing. To say I felt a little humbled by their assistance and generosity would be a bit of an understatement.

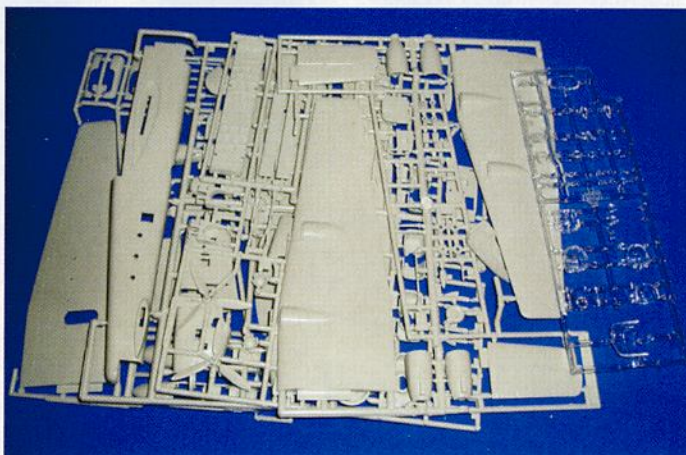
**Handley Page Halifax GR.II HR744/G**  
HR744 was one of a batch of GR.IIs built by Handley Page and delivered

from Radlett to 58 Squadron, Coastal Command, then based at Holmsley South, Hampshire, between 18 February and 24 March 1943. In December 1943 58 Squadron moved to St David's, Cornwall, where it is believed the photograph reproduced here was taken. Then in August 1944 the squadron moved to Stornaway in the Hebrides.

58 Squadron was particularly successful in the war against the U-Boats and sank seven of the ten accounted for by Halifaxes during WWII. However, HR744 did not take part in any of these actions and was struck off charge on the 23 November 1944, 58 Squadron itself being disbanded in the following May, re-forming in October

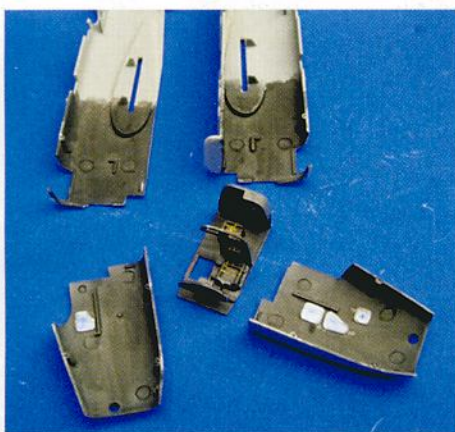
1946 as an Anson and Mosquito-equipped photo-reconnaissance unit based at RAF Benson. Readers will have no doubt already realised that these historical snippets are not by my own hand, but are the work of Harry and his band of HPA enthusiasts.

However, one piece of detective work I did complete was a telephone call to a distant uncle, a Bernard McCann, whom I have not seen for over 25 years though I could vaguely remember a "I flew in Halifaxes during the war" comment that he made at some family occasion years ago. Contacting him again, now a very sprightly 85-years-old, I discovered that he flew with 644 Squadron, based at Tarrant Rushton, for the last two years of

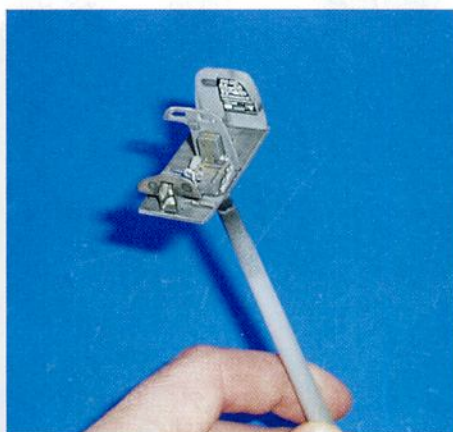


Kit parts





"Decals are supplied for the control panels and with some masking tape seat belts, a blast of Halford's grey primer and a matt black things actually looked pretty good"



"Revell supply optional front fuselages. Lining everything up and obtaining smooth panel line joints took a lot of careful trial fitting and taping before gluing"



A touch of filler was required around the fronts of the engine nacelles, which are supplied in three parts Main components ready for final assembly

the war, 644 being involved in a number of 'secret' special operations, in addition to taking part in the D-Day and Arnhem landings. Check out the excellent website [www.tarrant.ruston.ndirect.co.uk](http://www.tarrant.ruston.ndirect.co.uk)

### The Kit

As noted, this is a reissue of the vintage Matchbox kit, so you get exactly what you might expect: heavily engraved panel lines, thick transparencies and detail which is at best an approximation of the real thing. However, let's not be too unkind. The quality of the moulding is crisp, with no flash, and the decals are of a very high quality, as we expect now from Revell. And anyway, who else produces an early Merlin-engined Halifax, injection-moulded in 1/72 scale?

So what exactly you get are 155 parts, of which 29 are clear, a set of well produced instructions and a set of very well printed decals for 3 different aircraft. In addition to the GR. II already mentioned, you get B.I of 76 Sqn. flown from RAF Middleton St George in 1941 and a B.II of 138 Sqn flown based at RAF Stradishall in 1942.

I know I say this in all of my articles, but time is really my most precious commodity. I leave work at 4 p.m. on the dot, a quick blast home on the bike (*what speed cameras officer?*), yet I still seem to be struggling to fit in all my hobbies and pastimes. It is just as well the 'other half' spends her week working away. Forget London, Cologne and Paris, I just want to play with old motorbikes,

go fly-fishing and build model aircraft!

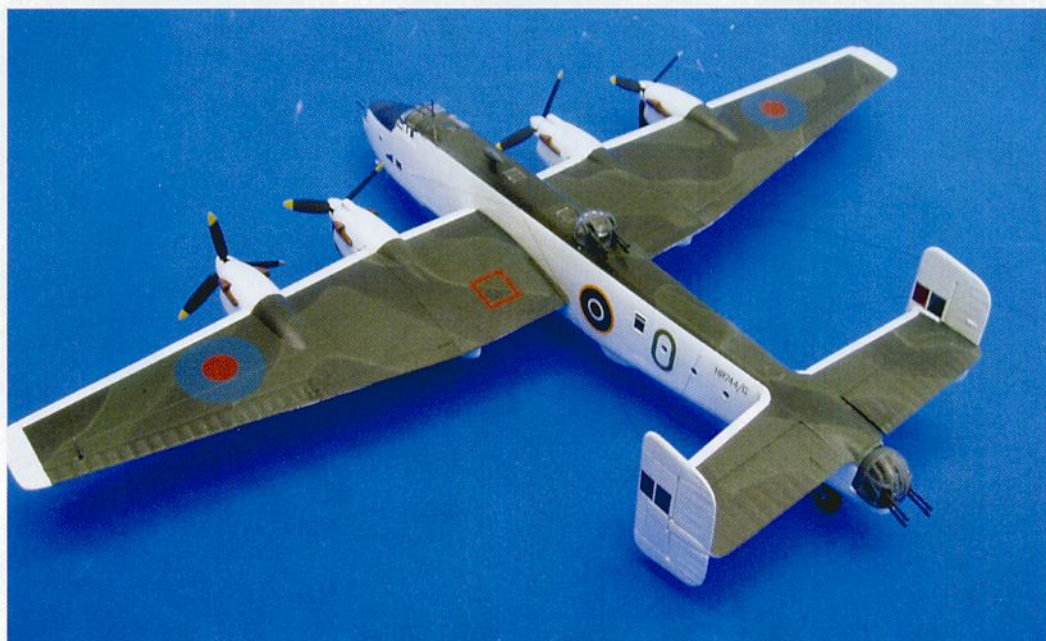
Anyway, my point is, interiors? In 1/72? Just a case of build what the kit supplies, a blast of Halford's grey primer and a matt black wash, all done. Fortunately, with the Halifax, decals are supplied for the control panels and with some masking tape seat belts, things actually looked pretty good. The project then went together pretty quickly and within a couple of months (I told you time was at a premium!) I had the fuselage halves together, wings and

engines assembled and the transparencies in place ready for masking. I always give the 'see through' bits a coat of Johnson's Klear before assembly — it improves the clarity and prevents fogging when attaching them with superglue.

The only tricky part was the forward fuselage. Revell supply optional front fuselages, depending on which variant you have chosen. Lining everything up and obtaining smooth panel line joints took a lot of careful trial fitting and

taping before gluing. A touch of Humbrol filler was required here and also around the fronts of the engine nacelles, which are supplied in three parts. The tailplanes were also added at this stage.

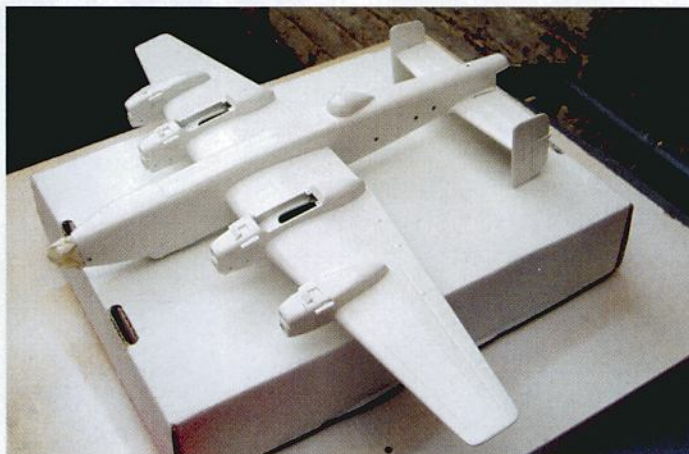
I have found good old-fashioned water-based Polyfilla ideal for filling any seam gaps, applied generously and then the excess wiped away with a damp cloth. The real bonus is that there is no need to sand and no detail is lost in the process, but do make sure it is dry before painting and always apply an



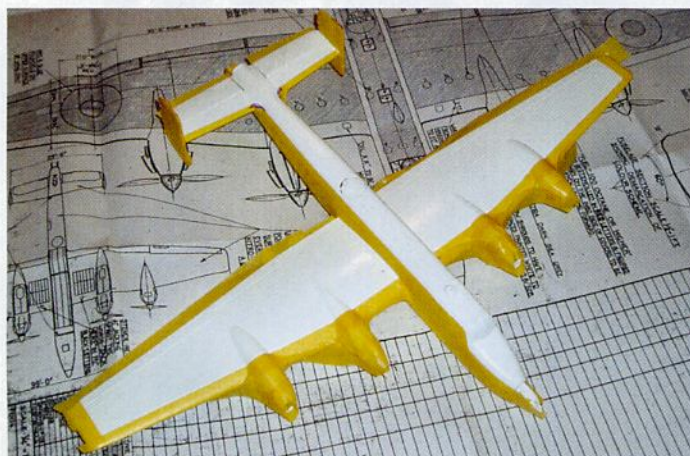




Airframe ready for priming. For transparency masking Andy favours Tamiya tape cut freehand with a fresh scalpel blade — being careful not to slip!



Andy chose Halfords' Appliance White because records supplied by the Handley Page Association showed that Coastal Command Halifaxes had glossy undersides, "so I went with the experts and ignored the kit instructions"



Airframe masked ready for upper surface camouflage



"It always seems to take me as long to add all the little fiddly bits as it does to complete the main structure"

additional coat of primer to this area, as Polyfilla can be quite absorbent.

For masking the transparencies, I always rely on Tamiya tape. In 1/72 scale I just stick the tape on and cut out the masks in situ, freehand with a fresh scalpel blade, being careful not to slip! For the astrodome I used that other

trusted backup, Humbrol Maskol. The smaller cabin windows would be added later with Kristal Klear.

For a base for the colour scheme I used Halford's White Plastic Primer followed by their Gloss Appliance White. Why gloss? To facilitate the application of decals? No, because the records

supplied by Harry from the HPA clearly state that Coastal Command Halifaxes had gloss undersides, so I went with the experts and ignored the kit instructions. The HPA should know, and they supplied an original Handley Page factory drawing for me to work from!

The sea/grey and blue/grey

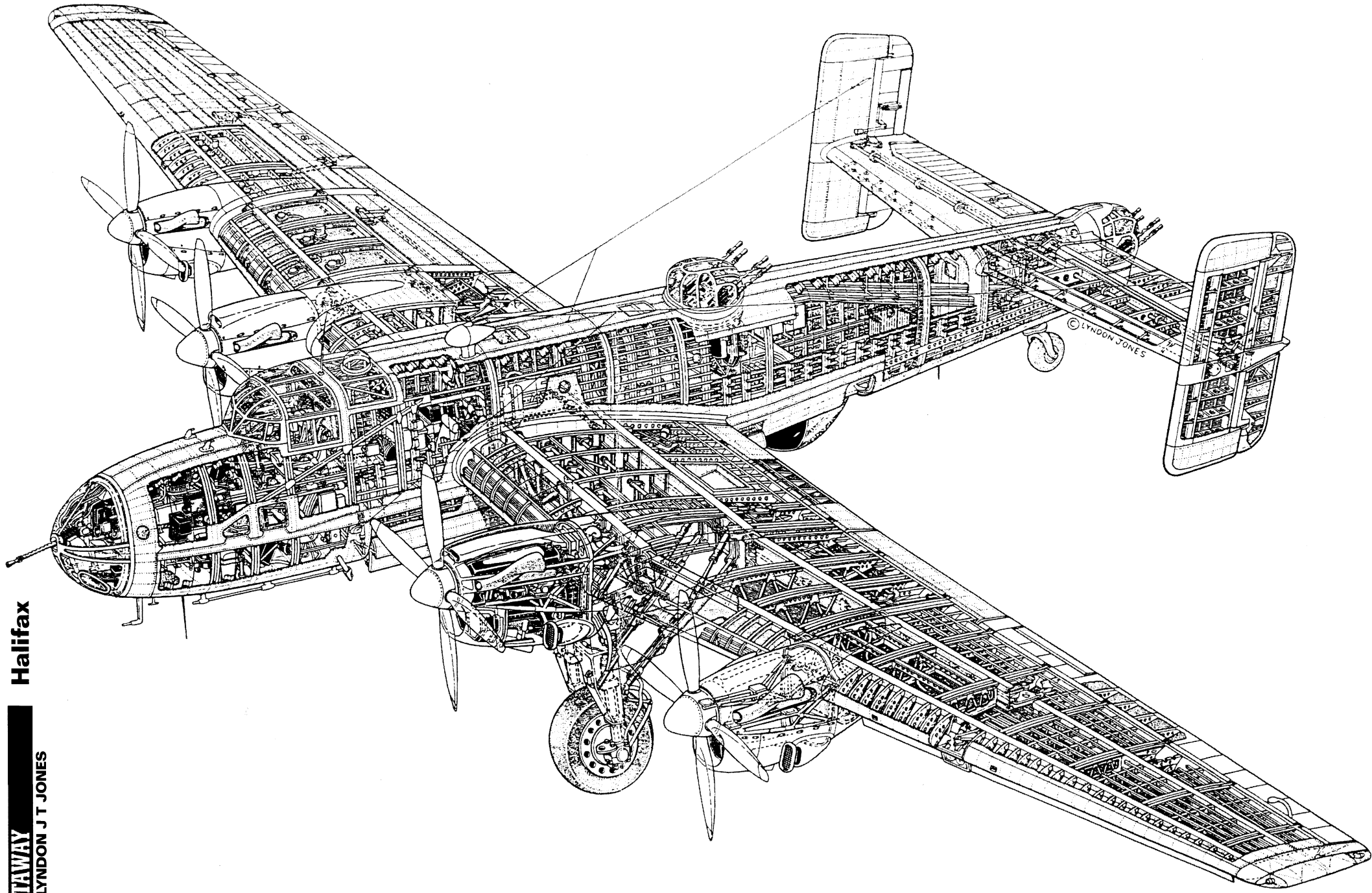
camouflage (my interpretation from a colour picture of Coastal Command Sunderland in Daniel March's *British Warplanes of WW2* was applied in Lifecolour acrylics, the shades having been mixed from whatever I had left lying around. It is at this point I must confess to being 60% colour blind, so heaven knows what the average reader will make of the colours.

Masking was a mixture of Tamiya tape, Blu-Tack and Maskol. Again, I chose to follow Harry's drawings and did not extend the camouflage to the leading-edges of the wing or engine nacelles as the kit instructions direct. The more eagle-eyed among you will notice that the accompanying wartime photograph shows the full wing camouflage scheme. Have I done it wrong or was the scheme updated later in the aircraft's life? You decide? Once complete a couple of coats of Johnson's Klear were applied as a base for the decals and went on perfectly, settling down well with an application of Micro Sol.

So, nearly all finished? Well, not quite. It always seems to take me as long to add all the little fiddly bits as it does to complete the main superstructure. Another six to eight weeks (!) down the line I had all the









props, undercarriage and doors fitted. I was able to assembly and paint the two gun turrets separately and fit them to the model later, which proved to be a real bonus as I always break off the delicate bits if I try to fit them earlier in a build. I am living proof that Darwin might not have been totally correct, and regression to Neanderthal is if fact scientifically a real possibility.

I then decided to weather the finished model. What was it my grandfather used to say to me? "A successful man is one who knows his limitations and chooses not to exceed them." If only I had listened to those wise words. Looking at the finished result, I was far from happy. Not all our projects turn out as we intend them, and here the detail work was poor and the brushed-on exhaust stains looked dreadful. Resisting the temptation to launch the whole thing against the wall, I went to bed.

In the cold light of day I reviewed the situation. First, I cleaned off the overdone exhaust stains. The forward .50 cal Browning from the kit looked more like it belonged to Buck Rogers or



and Clearfix.

Why 1-lb fishing line? Do I only catch small fish? No, 1-lb line is invisible to trout when laying a fly on the surface. So, I don't catch small fish, in fact I generally catch nothing!

Finally, I applied a few additional coats of Johnson's Klear to tone down the white gloss finish. Although full gloss is most definitely correct on the full-size machine, it just did not seem to look realistic in 1/72 and I can now understand why so many modellers rely on a satin finish in these circumstances.

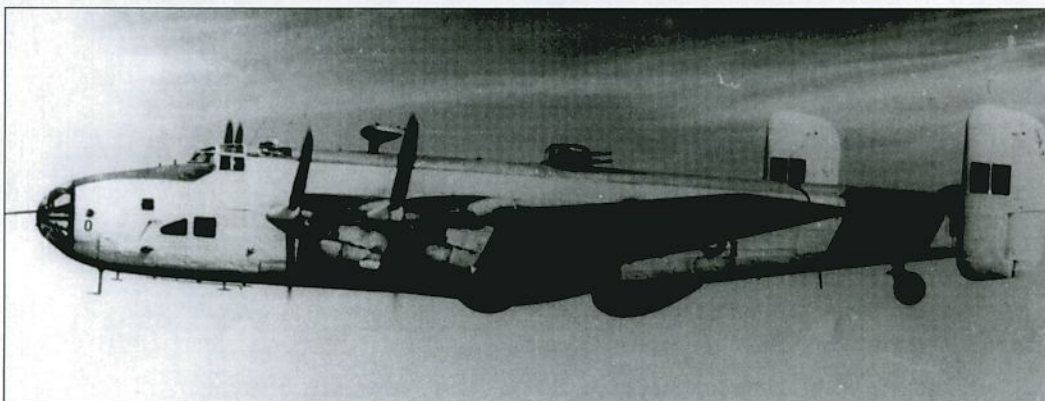
### Conclusion

This has not been my best effort, but that really misses the point. This Halifax project has been a bit of milestone for me, not because it has taken the usual glacial timeframe for me to complete, but rather for the extensive level of research that was carried out into the history of a single aircraft. In no way would I dare to accept credit for this, as it is down to the hard work of Harry, Lyndon and Peter.

SAMI

Flash Gordon, so I removed the incorrect barrel and stripped the remainder to a bare breech block and spade grips. To this I added a barrel from the Academy B-17 and the end result looked a bit more like the real thing. I then used white decal strips to add the additional bracing to the nose glazing that was used to support this heavier weapon. The .50-cal was added later in the war to 'silence' U-Boat gun crews — I bet it got the job done!

Referring to Harry's line drawings I then added the additional antennae not include in the kit. The aerials were made from 1-lb nylon fishing line coloured black and fixed into place with superglue



Wartime picture of HR744/G as modelled by Andy. Credit: PHT Green





'Flugshiff' means 'Flying Ship'



# A Passion for Props

Unsated by Shackletons, Angus McDonald builds Revell's 1/144 Dornier Do X: 12 engines, 48 propeller blades. Count 'em!

above and below:

First flown on 25 July (under) powered by Siemens-built Bristol Jupiter aircooled radial engines, the Do X was re-engined in 1930 with a dozen 610 hp Curtiss Conqueror 12-cylinder watercooled inlines, seen here being prepared by ground crew. (EADS)

**D**otage. Marvellous affliction! Creeps up on you all quiet like, shuffles your few remaining brain cells, then changes your whole outlook on life, the universe and most other things.

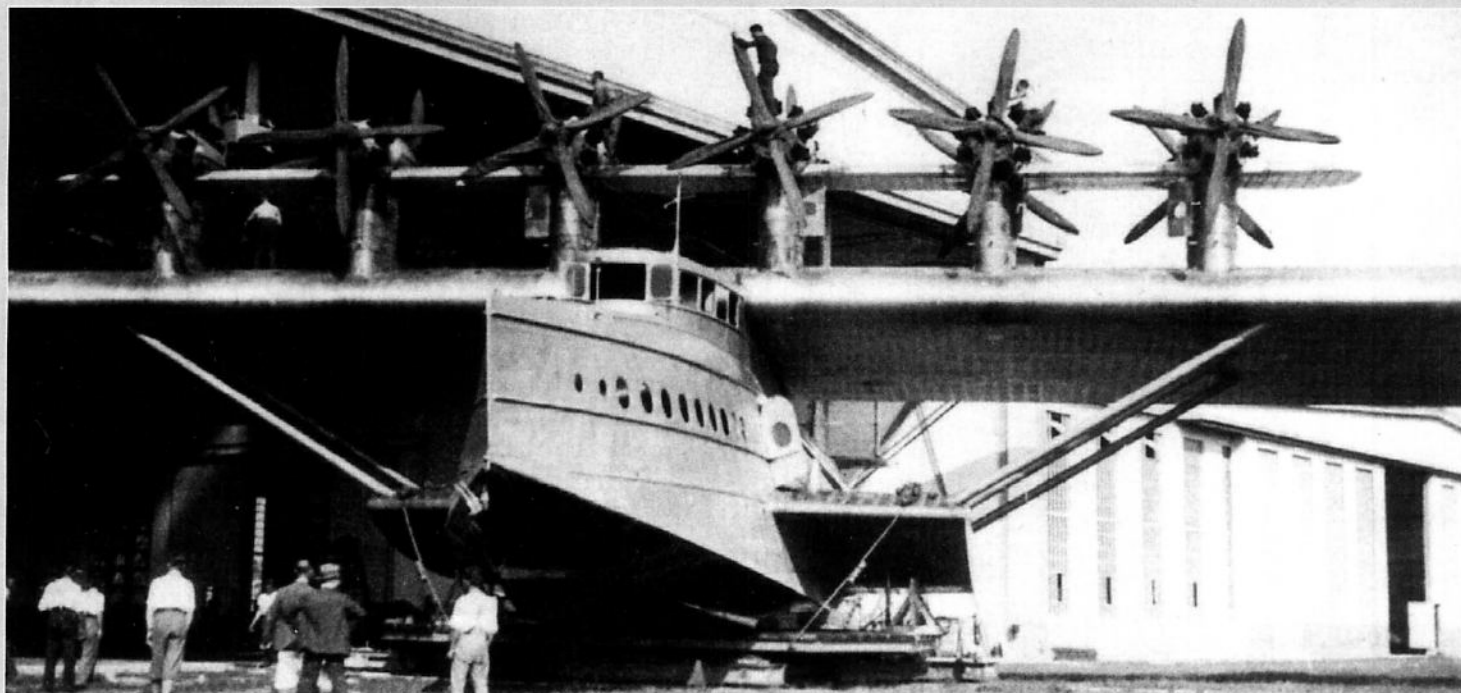
Take modelling. When I was a lad (those were the days!) you could go to the pictures, have a meal, and still have change from 10-bob (that's movies, McDonald's — no relation — and 50p for you youngsters). England held the World Cup. Concorde was still in development. Neil Armstrong

was hopping onto the moon. Vulcan bombers buzzed my school. And my tastes included anything smooth, sleek and fast.

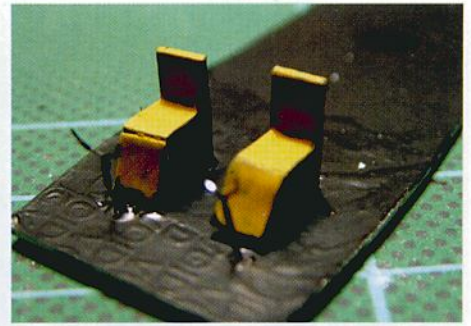
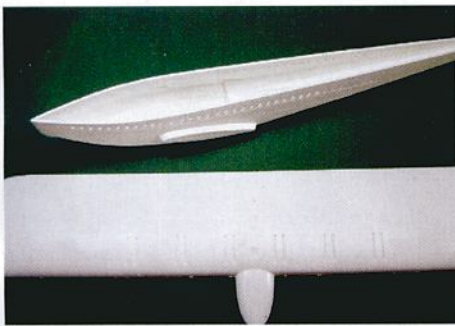
Several decades on, as the ravages of fatherhood, tax-hood and mortgage enslavement wreak their toll on my increasing senility, I find a growing fascination with struts and wires, corrugated airframes, deep wide-chord wings, and slab-sided flying bricks with miscellaneous items riveted, glued or lashed on.

Then I saw her in the shop. She

smooth and sleek. I immediately smitten. Shame she was too fast for me to catch. So I consoled myself by buying Revell's Dornier Do X in the shop next door. The kit sat in my stash for a couple of years. Why? Well, I had just completed two — yes two — 1/144 scale Avro Shackletons (SAMI, March 2006). The thing about Shackletons is that they have a lot of propellers. Two Shacks equals 16 sets of propellers. That's 48 blades. No way was I going to touch anything with a *wing*, let alone a propeller, until

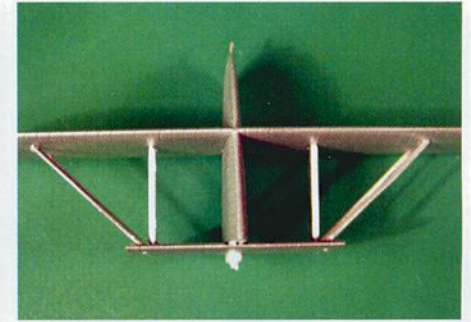
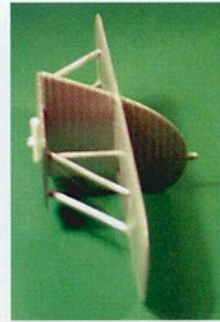






Main airframe comprises the hull section and 'upper deck' with wing

"There is no cockpit detail, so floor and chairs were made from an unsolicited credit card"



Completed, painted and decalled upper section with its 12 engines

"I was deeply suspicious of the tail unit. One strut or component half a gnat's eyebrow too short or too long and the whole thing would not be square, but everything fitted"

I had some serious temporal and liquid therapy.

Finally I could ignore the kit no longer. Not easy really, as it came in a 'Gift Set' box so large that I thought it was a 1/72 scale model. Me, notice the scale printed on the front when I bought it? *Nah!* Apart from the model, a couple of tins of enamel paint, paintbrush and natty poster, the sturdy box was distressingly empty. It was at this point that I realised the true scale of the model.

Not more white plastic! Can't stand

the stuff myself: highly variable, and lousy to work with. Scribing white plastic is sometimes akin to trying to slice delicately into an Angel cake with a 10 pt tenon saw. Admittedly the plastic used in this kit wasn't too bad, and a quick eyeball revealed quite sharp mouldings (where the moulds had actually closed properly) and reasonably restrained panel lines. There were, however, masses of flash all over the place; an old mould perhaps, having been much used and abused, see the better light of day?

Well yes, and then again no. Halfway through construction I discovered that this kit was originally produced by Matchbox (*and Otaki before that I think? Ed.*). I should have guessed: oddball subject, reasonably simple model, ejector pin marks in awkward places, but it was a lack of the Somme trench effect that fooled me.

Strange that. If I were Revell I would want to make it perfectly clear that this was a hand-me-down master, so as not to be confused with Revell's more recent, superlative mouldings.

### Construction

There wasn't really much to it, but things would have gone a lot smoother had I not indulged in my usual mistakes, and if the fit of parts had been a little better. Looking at it another way, that's like saying the great wars were a minor bit of fisticuffs except for all the dead bodies.

First off...ignore the build sequence in the instructions. As you can see from the photos I built my model in four main subsections: hull, 'top-deck' and wing, tail feathers, and engines.



Luxurious cabin, a far cry from today's pack-em-in airliners (EADS)



Passing the Statue of Liberty during the Do X's triumphant arrival overhead New York on 27 August 1931, nearly 10 months after leaving Germany. It returned to home in May 1932 after its US-manufactured Conqueror engines had been overhauled (EADS)



Starting with the wing, I trimmed down some protuberances near each tip that were supposed to be navigation lights. There are sticky-out cylinders mounted on each engine that on a modern attack craft would pass as rocket launchers or laser cannon. On the Do X they passed as hard work. The things were not moulded properly, having an oval cross-section, and nice little sink holes in their waists. Days later, with much filler and sanding, they were done.

The corrugated mouldings along the wing's leading-edges get destroyed when cleaning up the seam line. My first approach was to rescribe them. I looked at how much I'd scribed in an hour. I looked at how much there was left to do. Unless I could find a faster method, Armageddon would have to wait.

After ransacking brain, house and the guinea pig cage, I hit upon using a rusty junior hacksaw blade. A couple sessions of dragging it across the leading-edges and sanding the tears smooth and Armageddon was back on schedule. It may not be an exact match with the existing corrugations, but as illusions go it is good enough.

I just *loved* the fuselage. It's a boat! Further it's a boat with sponsoon/sticky-out floaty things (don't you love it when I talk technical?). Stick a decent rocket motor on it and it's up and down Ullswater going for the World Water Speed Record.

I can't say the fit of wing to deck was particularly good. A little filler was needed on the underwing join, and severe hacking to remove the step on the top rear. The corrugations were then scribed back, individually!

The engines halves were glued together without their large radiators. Their fit is akin to a perfect Size 12 dress holding-in a woman who *thinks* she's the perfect Size 12. Oh well, fill, sand, scrape, mutter, fill, sand, scrape, swear, rescribe panel lines and repeat until well and truly fed-up.

Now it was time to fit the engines

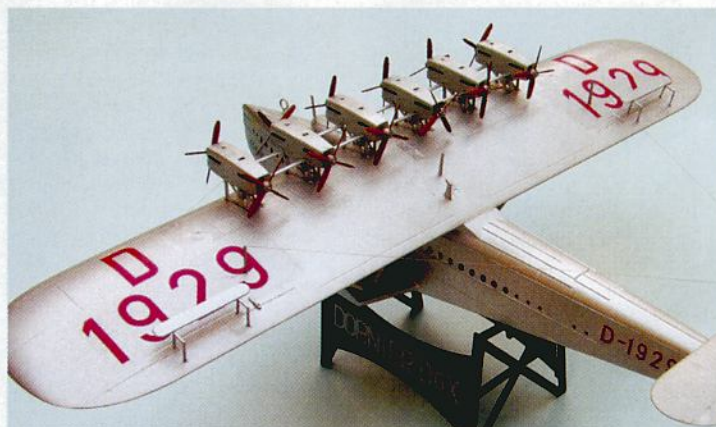
into slots in the wing. Only they didn't. The starboard footings were too thick, causing the mounts list drunkenly to port. Much careful brutish force and the footings could be jammed into their slots with the engines upright. At this stage I attached the bracing wires, from invisible mending thread. It was easier to thread this into the engine blocks, glue them to the base of the supports and engine, and then ease a 40-watt soldering iron between the engines to tighten the threads, without the horizontal braces in place. These braces are a surprisingly good, if fiddly, fit.

There is no cockpit detail. I thought I'd have a crack at adding some, if only to stop the see-through effect. The floor and chairs were made from an unsolicited credit card, while the control yolk was made from thin wire. With no references to work from I just made it up. Even with my deliberately garish colour for the seats you can't see much when the whole lot is installed.

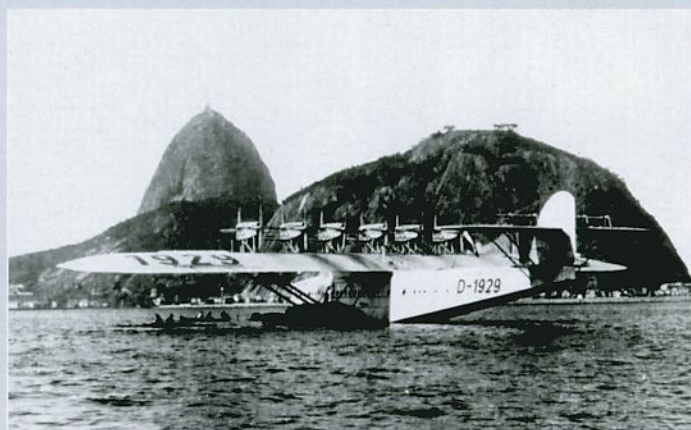
The cockpit transparency had a ripple-and-frosted-glass effect with all the clarity of a political party's manifesto. I dry-fitted it and found that it occupied approximately the same space as the cockpit opening much as the Earth and the Moon occupy the same space in the Solar System. The transparency made a

satisfying *ding!* as it hit the bottom of my bin. I replaced its framing with thin strips of plasticard, then glooped Kristal Klear into the gaps when the model was completed.

I was deeply suspicious of the tail unit. Just one strut or component half a gnat's eyebrow too short or too long, and the whole thing would not be square.



Classic view of the Do X 'on the step' during take-off from Lake Constance. Imagine the noise of those 12 engines! On 21 October 1930 the Do X lifted off from the lake with a complement of 159 passenger (nine of them stowaways!) and 10 crew, setting a record for the number of people carried aboard an aeroplane, albeit limited to a maximum altitude of around 200 feet. (EADS)



Departing Friedrichshafen on 2 November 1930 for a route-proving flight across the Atlantic, the Do X journeyed via Amsterdam, Calshot to Lisbon, and thence via the Canary islands across the South Atlantic to Natal, Brazil and on to Rio de Janeiro, where it is here seen moored (EADS)



But no, everything fitted, with the tiniest bit of filler, and was all-square.

One of the propeller blades was short-moulded. I pondered this fault for a while. I agonised for a bit longer. Should I cut off the offending blade and replace it with a scratchbuilt item? Make a mould from one of the other propellers and cast a new one? Build it up with superglue and sand to shape? Abandon the project? Have a drink? Hands up those who know my style from previous articles? That's right: two minutes thought and single malt to the rescue. I left the blade as was. Look carefully and you might just notice it amongst the forest of struts, girders and prop blades.

Talking of struts, they locate into slots in the fuselage, the sponson, tailplane and wing. Most are either a little too long or a touch too short. For government work, their fit is perfect. Private individuals may wish to invest in a little filler to blend them into their slots. I'm not government, but pretty lazy, and ever eager to get to the next kit, so I neglected the filler.

I haven't mentioned painting because I did it as I went along after coating everything with Halfords primer. Black bits were sprayed with Citadel's chaos black. Halfords aluminium spray paint was used for pretty much all of the model, but in correcting the little faults that seemed to crop up I discovered that Citadel's mithrel silver and the Halfords spray matched exactly.

I couldn't find any references to the true colour of the propeller blades. A couple of black-and-white photos showed them to be a dark shade, and the kit instructions said they were brown. There were lots of different browns in my paint stash, so I selected one that would pass as a dark, woody colour.

As for the rigging, the box art, coupled with bits of perverted logic gleaned from my Aeronautical Engineering degree, proved the most



useful of all the references. Where possible I drilled straight through the plastic without exiting the other side, thinking it would be a doddle to crudely cut the thread, stick it to one side and pass it through the hole. Except that I haven't mastered the art of applying superglue so that it doesn't go all over the place...

#### Does my bottom look fat in this?

The *Memsahib* was taking a 'professional' interest when I was photographing the Do X, rather than the usual sighs and offering comments such as, "Why don't you take photos the children or flowers?". There I was struggling with my new camera, trying to figure which buttons to push in which order to set the f-stop when...

"Did it (the model) come with that black thing or did you have to make it?"

"Huh? Oh!" Realising she was talking about the display stand, I replied, "It came with it. *Blast!*" I'd just pressed something which made

the LCD screen go blank.

"How did they get the aeroplane onto it?"

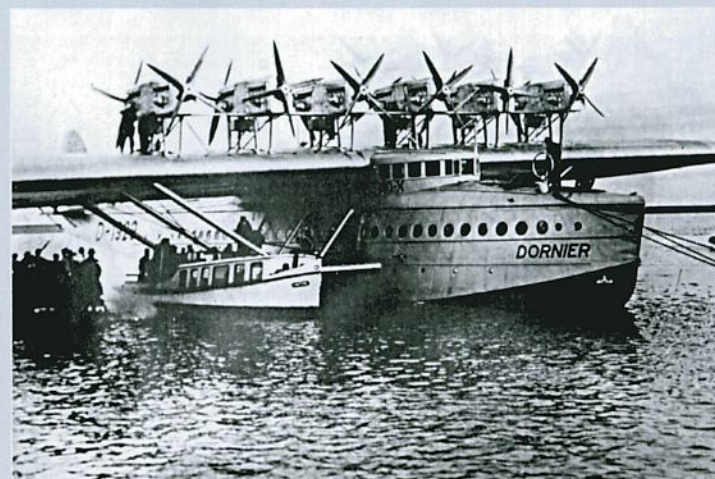
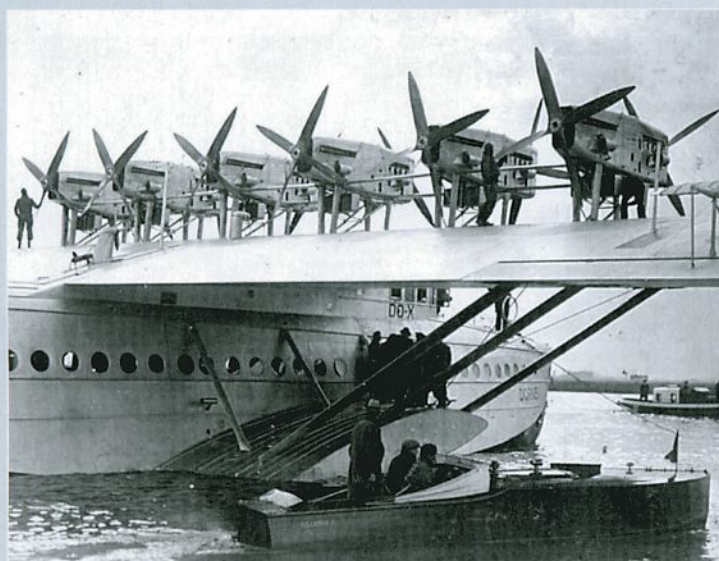
"Huh?" was my intelligent reply, distracted as I was by getting the LCD back on and finally setting the aperture to f8.

"How did they get the aeroplane out of the water and onto that black

thing? It's awfully high up?"

Millennia of self-preservation had obviously bypassed my double helix. Not noticing the dangers inherent in the question, an exasperated frown flitted across my face. "Ah!" I replied, abandoning all caution to the wind. "You see..."

SAMI



Passengers being ferried aboard the Do X during its 1930-31 two-way transatlantic voyage. Up to 75 passengers could be accommodated (EADS)



# Scaling Down

## Part Two: Gary Hatcher continues his survey of current 1/144 military subjects

**H**aving laboured in 1/72 for some years, the continuing problem arose as to what to do with the finished models. A desire to display complete cross-sections of an air arm together — including tankers and transports — led me to dabble in 1/144 on a previous occasion, only to be

thwarted by indifferent kits. Now, thanks to new models from the likes of Revell, Platz, Sweet and Minicraft, whole new possibilities have opened up.

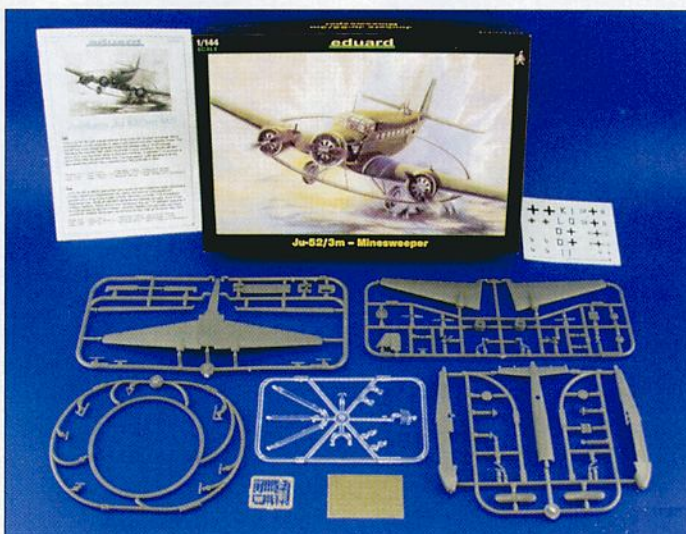
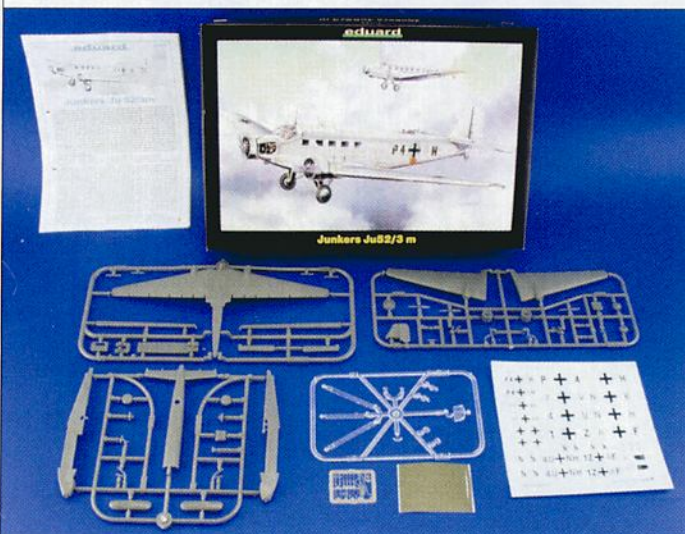
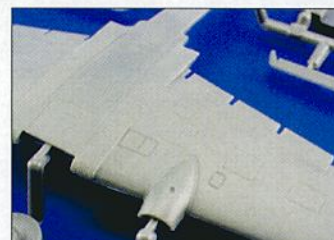
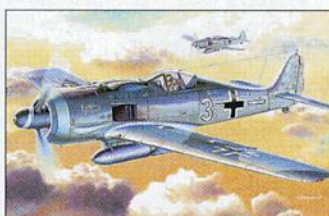
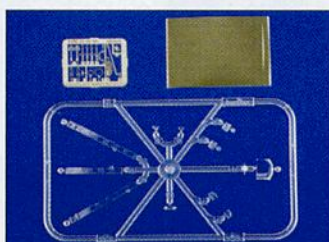
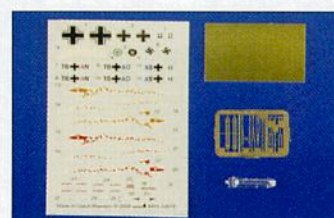
Having established in the first part of this survey that 1/144 scale was not only *not* too small to build, but that there were enough quality kits,

and a growing pool of decals and accessories to enable a fine collection to be amassed, we can continue looking at what is available today that is worth taking a look at.

This survey is aimed at modellers who wish to build kits, so the emphasis is on what is on the shelves today, rather than an in-depth

analysis of the history of a number of old toolings that are better off consigned to the attic. Where pertinent, some mention is made of older manufacturers, but the etymology of shared or borrowed toolings that have led to so many similar kits in different boxings has no relevance to us here, and where

### Eduard







there is nothing positive to report the author has generally remained silent.

Any students of kitology who would care to submit an in-depth history of Crown, Otaki, Imai, LS, Arii and the like should feel free to do so, as for collectors of 1/144 kits these are important names. Those wishing to build the best possible models with as little expenditure in time and money as possible are advised to look elsewhere first...

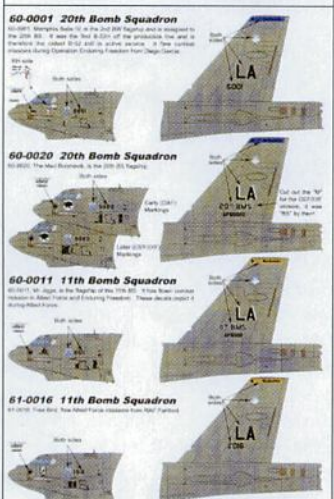
## Eduard

Eduard are well known for their etched brass range, and have kitted some of the most generous packages yet seen in recent years. Their 1/144 selection is less well known, and this is a shame as there are some excellent kits.

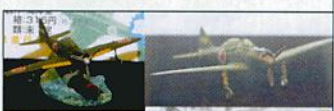
So far all subjects covered are WWII Luftwaffe. The Ju 52/3Ms are particularly fine, with etched parts and canopy masks provided. The Ju 87s have no cockpit aperture, so a little scratchbuilding will be necessary, but the engraving and external lines are excellent — likewise the Fw 190.

The all-new Me 262B will be released in February 2007. It comes in a Dual Combo package, with two

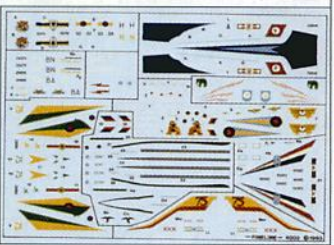
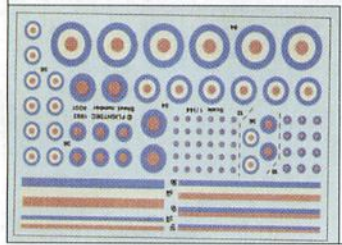
## Fox One



## Gashapon

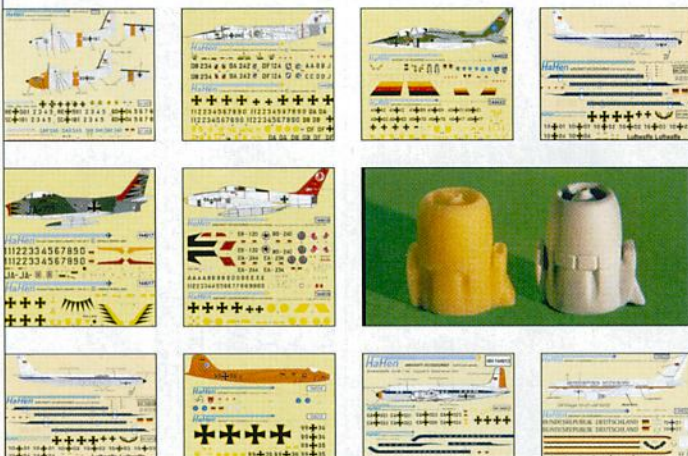


## Fineline





## Ha Hen



kits inside and also contains a small sheet of etched brass details, with nose radar aerials. The single-seater will follow in due course. This tooling is excellent, and features wheel wells, full cockpit and decals for four machines.

With Platz's *Doras*, A Model's *Spade*, and Sweet's 109s, a 1/144 Luftwaffe is shaping up to look very good indeed.

### FE Resin

If you have visited the Airalex website mentioned previously, you may well have come across FE Resin from the Czech Republic. The company lists a vast collection of aircraft covering a wide range of subjects, many of which are not kitted elsewhere — a Japanese *Lorna*, for instance, with a complete etched brass cockpit

interior!

Kits are all resin with vacform canopies, and although by no means simple builds, any modeller with a little experience of multi-media will be able to get a good result. Bear in mind that a lot of the types they have on offer are unique and unlikely to be kitted elsewhere.

UK importer for the company is Hannants, and the full range of kits available can be viewed at [www.fe-resin.net](http://www.fe-resin.net)

### Fineline

Fineline produced a couple of very useful decal sheets back in the early '90s. One is a sheet for RAF Tornados, and features special schemes for GR.1s and F.3s, as well as the only 1/144 Buccaneer decals you'll find at this point in time! The sheets are still available from dealers, but stocks must be running low by now, so modellers are advised to grab them while they can.

### Fox One

One of the major advantages of a small scale is the ability to model aircraft like the B-52 in multiples. Fox One have a decal sheet for BUFFs in Operations *Enduring Freedom* and *Allied Force*.

## Hasegawa



### Gashapon

*Gashapon* is a Japanese onomatopoeia, made up of two sounds: *gacha* for the turning of a crank on a toy vending machine, and *pon* for the sound of the toy capsule dropping into the receptacle. It is used to describe both the machines themselves, and any toy obtained from them. *Gashapon* machines are similar to the coin-op toy vending machines seen outside of grocery stores and other retailers in the

United States. While coin-op vending toys are usually cheap, low-quality products, sold for a quarter or 50 cents, Japanese *Gashapon* can cost anywhere from 100-500 yen (Equal to \$1-\$5 US) and are normally a much higher quality product. They are often constructed from high-grade PVC plastic, and contain more moulding detail and carefully painted features. However, these are not simply toys: they are collector's items, with rare ones fetching extremely high prices.

## Heller



## Hobbycraft





## High Planes



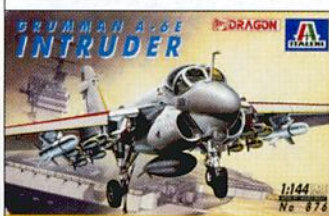
**LOCKHEED T33**  
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These highly detailed toys, based on popular culture icons, have found a large following among adults in Japan, and the trend is filtering to the West with other popular culture influences such as anime and manga. It is not at all uncommon to see sets based on licenses explicitly for adults, with figures of naked or near-naked women. Of more interest to us, however, are the 1/144 aircraft, which are regarded by many as being part of the trend.

Virtually all gashapon are released in sets — each series will have a number of figures to collect. They are, by nature, a blind purchase; people insert coins and hope to get the toy or figure they desire. It may become frustrating, as one risks obtaining the same capsule repeatedly.

There are a number of ranges of 1/144 aircraft in Japan, either ready made or pre-painted but unassembled which may be regarded as gashapon. These include Takara, Doyusha and F-Toys. General quality is excellent,

## Italeri



and while they may not be up to the standard of a well made Sweet or Platz kit, they are certainly better looking than any of the diecast models that are currently so prominent in UK model shops.

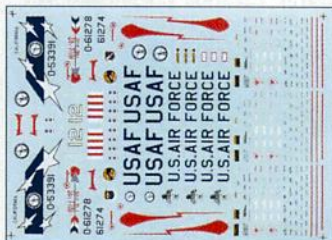
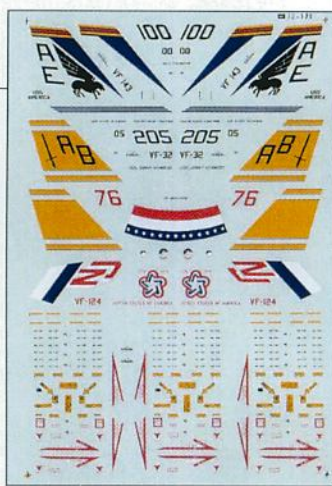
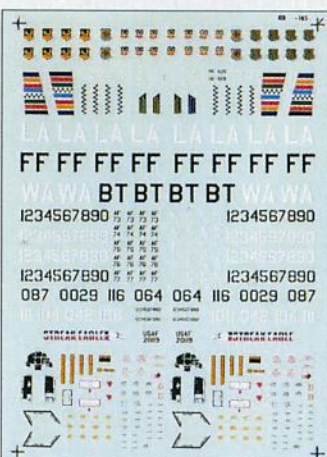
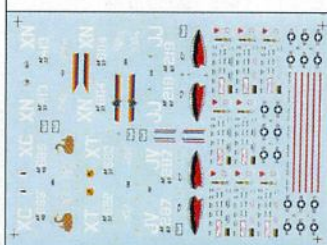
Not everyone will be keen on assembling pre-painted parts (how do you stop the sanding and gluing from wrecking the finish, or is this just me?), but these models are well worth checking out, and some reputable UK dealers are importing various ranges, many of which can be readily found on eBay.

### HaHen

HaHen is a manufacturer of German origin specialising in replacement resin engines and components and decals, with post-war Luftwaffe subjects being the chief focus. Of note are a number of 1/144 sheets, including some Luftwaffe Sabres, which will look very nice on your Trumpeter kits!

No doubt there are many manufacturers like HaHen worldwide,

## Microscale



## LS



and we cannot hope to track them all down and list them here, but it is worth bearing in mind next time you are trying to locate something obscure that if someone somewhere has seen fit to produce decals in 1/144 for Luftwaffe-operated Boeing 707s, then perhaps nothing is impossible?

### Hasegawa

There are a number of vintage Hasegawa boxings of Japanese wartime subjects which can occasionally be found on the

secondhand market. These include *Nicks*, *Peggys* and *Bettys*, and the kits are well worth snapping up if you find them as in spite of their antiquity they are pretty good. Some of the smaller aircraft in the range featured a model vehicle as part of the kit — presumably to enable them to be marketed at the same rate as a larger machine.

Origins are murky, but apparently they come from a company called Imai, which is now devoted to strange sci-fi subjects. Certainly the *Betty* acquired by the author has



'Imai' stamped on the parts.  
Hard to find, but worth the effort.

## Heller

Like Airfix, the Heller range had an eclectic selection of mainly post-war subjects. Kits are neither the best nor the worst available, and some moulds have been duplicated in Airfix packaging.

## High Planes

The handful of kits released by High Planes are all repackaged OzMods kits, with different decal sheets. Kits are limited run injection toolings with vacform canopies.

## Hobbycraft

The SAC bomber kits boxed by Hobbycraft are well worth taking a look at. Reasonably priced and nicely tooled, they add up to a neat mini-collection in themselves.

Perhaps that RF-84 will be made available one day without a B-36 attached?

Kits currently listed are:

- #1271 B-36B Peacemaker £24.99
- #1272 B-36D 'Propjet' £24.99
- #1273 Convair GRB-36 and RF-84K £24.99
- #1250 B-47B 'SAC Striker' £14.95
- #1260 B-58 Hustler '1st Sonic Fighter' £11.95
- #1261 B-58 Hustler 'Record Setter' £11.95
- #1251 B-47E Stratojet USAF £14.95
- #1252 RB-47H 'Watchdog' £14.95

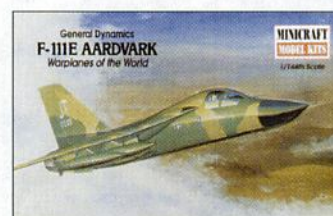
## Italeri

Italeri issued reboxings of a number of Dragon kits, including the Apache, F-16 and Grumman Intruder. While the Apache kit has been superseded by Revell's recent new tooling, the Intruder is a kit that should be seized at every opportunity and married to an Airfield Accessories white metal cockpit insert. Both the Italeri and Dragon packages are excellent, suffering only from the dreadful crew figures that marred the whole Dragon range.

## LS

LS kits can be found on the secondhand market at reasonable prices, and where the subject has not been improved upon by others, they are generally worth picking up. Their Lockheed P-3 Orion is superb, and the LS tooling of the Jaguar is the

## Minicraft



one currently to go for. Decals are fairly lacklustre, but these old toolings are certainly worth a look. (photographs from the collection of Paul Janicki)

## Matchbox

The handful of kits tooled by Matchbox are now dated, although you may find the Tornado kit useful for the Gulf War decals. Revell's earlier 1/144 Tornado kits seem to feature the Matchbox sprues, and are worth buying, again, for the decals.

## Microscale

Regular readers will recall the report we ran recently on the 1/144 Microscale decal sheets still available from AAA Hobby Supply. These were printed in the 1980s, and long since deleted. AAA have stocks, and with the arrival of more and more kits to put them on, we recommend you check out the full range at [www.aaahobby.com](http://www.aaahobby.com)

## Minicraft

Minicraft is one of the names that has helped to put 1/144 on the map. Their huge range of, largely civil

airliner, kits will be familiar to most modellers from their prominence on shelves all over the UK.

Many of the military types kitted are excellent kits — the B-24 and B-25 spring to mind — while some may suffer from inferior transparencies.

One practice to be lauded is Minicraft's regular reboxing of various airliner types with military markings where appropriate. Their KC-97 is a prime example, likewise the Berlin Airlift machines, or Presidential transports.

Recently Minicraft have announced a range of C-130s, long overdue, and with an E-3 Sentry also promised, there is plenty to look forward to in the small scale from this manufacturer.

SAMI \_\_\_\_\_

(To be continued)

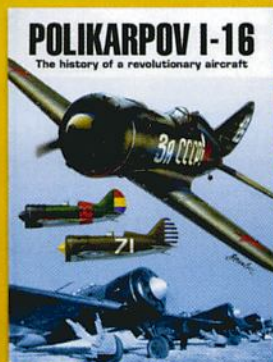
## Matchbox



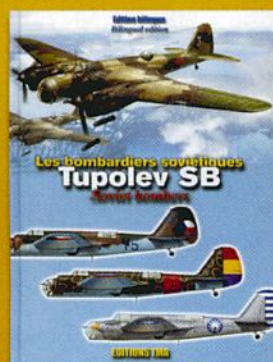


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# WEKUSTA – Luftwaffe Weather Reconnaissance Units in WWII

## BOOK OF THE MONTH

### TECHNICAL DATA

by Franz Selinger and John Kington Price: £34.99  
ISBN 0-9545605-8-2  
Publisher: Flight Recorder Publications  
Format: 290 x 210 mm, hardback

Flight Recorder's books are always welcome as they are generally well written, nicely illustrated, very well presented and deal with subjects that are long overdue a closer study. Thus this present volume, instead of being another collection of minutiae concerning JG 54 concerns the German Meteorological Reconnaissance Squadrons — *Wetter-Erkundungs Staffeln* or *Wekusta*.

This is not a subject widely written about, but one that is alive with anecdote, incident and interest. At the height of the war the *Wekustas* included about a dozen individual squadrons, totalling several hundred aircraft and over 1,000 flight crews.

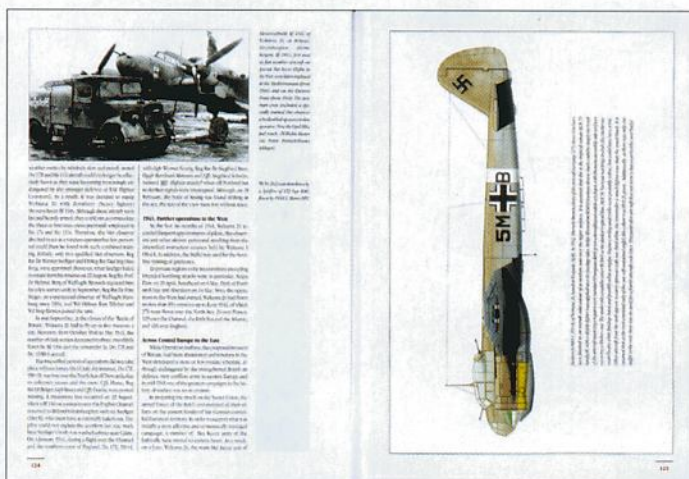
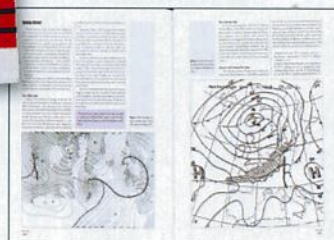
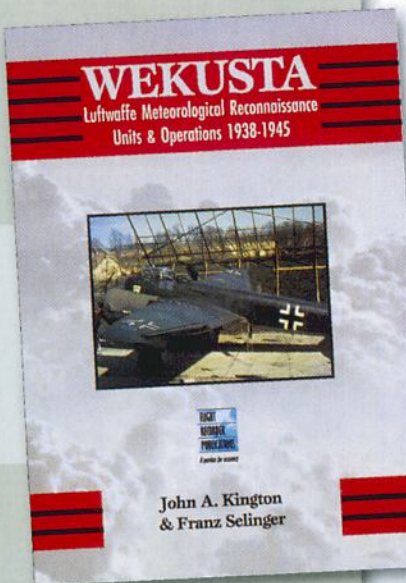
Encounters with enemy aircraft were frequent, although the book informs us that after the secret *Zenit* code of the German aircraft reports was broken by British intelligence, the RAF sometimes let German weather aircraft pass

without attack because their radio messages were considered more valuable than shooting down the reporting aircraft.

This latest venture by Flight Recorder is a valuable contribution to the swollen canon of Luftwaffe literature. More than that, it is a fascinating document, an important work of reference and quite simply a beautiful book in its own right.

GH

SAMI



## Götterdämmerung Luftwaffe Wrecks and Relics No 1

Ever wondered where decal manufacturers get their ideas for new colour schemes? This book provides a clue. In many cases crashed aircraft reveal details of camouflage not normally seen in traditional photographs, especially the lower surfaces, but also details of colour demarcations and rarely seen topsides.

The author has made many educated guesses as to the paint colours seen in the black-and-white photographs, and some of these have been translated into colour plates by Tom Tullis. Unusually, some of these illustrate only the small sections of the airframe seen in the photographs. The captions are informative, giving details of the airframe, its location and where known its squadron and pilot details, plus the circumstances of the accidents that led to the aircraft's demise.

The title is taken from the fourth of Wagner's Ring Cycle operas and translates as "Twilight of the gods", implying that the book deals with the final years of WWII. True there are many photographs of dumps piled high with Me 262s, Ju 88Gs and late-mark Focke-Wulfs and Messerschmitts, but there are plenty from the early years including a really nice Bf 109D and a striking Bf 110E complete with large wasp's head nose art just begging for application to Eduard's new Bf 110s.

Though black-and-white images dominate, there are a few colour

### TECHNICAL DATA

by Brett Green Price: £16.99  
ISBN: 1-903223-68-7  
Publisher: Classic Publications

photographs, some of poor quality by modern standards but still important in illustrating the Luftwaffe's much-discussed late war camouflage colours. My favourite is a Bf 109G-6/AS with red undercarriage legs and wheels that were apparently painted this way as a reminder to ground crew that this aircraft required special 100-octane fuel. This kind of interesting fact is scattered throughout this book, and made me read every

caption in case I missed something.

The final chapter offers eight pages on modelling the Me 262, nicely presented with photographs of completed models and brief reviews of currently available kits in all the major scales, but it is at odds with the historical content of the rest of the book, especially as none of the models is displayed in wrecked condition.

I have continually returned to this volume as it is full of ideas for dioramas, and I look forward Parts 2 and 3. My congratulations to Brett Green and Classic Publications for producing such an interesting and affordably priced read.

DF

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## British Bombers of WWI in Action

### TECHNICAL DATA

by Peter Cooksley Price: £9.70  
ISBN: 0-8974750-5-4  
Publisher: Squadron/Signal  
Format: A4 landscape, softback, 50 pp

You might be forgiven for imagining this was a subject on which little reference material or photographic data could be found, in which case you would be wrong. Focussing chiefly on the giant Handley Page machines, this classic 'In Action' book provides a mass of important and fascinating pictures that will prove invaluable to any modellers approaching the subject for the first time. Almost as interesting as the



aircraft themselves are the period scenes, the people and the uniforms. All this, and Don Greer's excellent artwork make this one of the more attractive and unusual of the 'In Action' series.

Martin Loach

SAMI



## Starfighter Colours

### TECHNICAL DATA

by Nicola Malizia Price: 48 Euros  
ISBN: 88-7565-034-9  
Publisher: IBN Editore

The Starfighter was in service with the Italian Air Force from 1964 to 2005. During that time there were three main colour schemes: natural metal with white wings; the most familiar dark grey/green/light grey camouflage; and finally in the 1990s (and like so many modern aircraft) an overall grey finish. This book's text is Italian and English, tinged with what I always call the *A/lo A/lo* effect — perfectly readable but with the odd funny translation.

The author was an armoured serving on Starfighters for 11 years, which brings an interesting perspective to the book. As with many of its pilots, groundcrews' emotions ran from joy to hate.

The book's first chapters include a history of the aircraft with the Italian Air Force, followed by a list of the commanders of all the Italian squadrons. Then we move on to a list of all the Starfighter accidents — and it is quite a list — before the text section finishes with a chapter discussing the development of F-104 camouflage schemes.

The bulk of the book is a photo album that starts with a series of black-and-white pictures showing the early development of the F-104, including USAF 'C' variants and Luftwaffe 'Gs.



The biggest section, in full colour, features all the Italian AF squadrons and their colourful unit markings. But the highlight for most modellers will be the 30+ photographs of special schemes applied for any anniversary of note; surely some of these must be among the most attractive schemes ever applied to a military aircraft?

The photographs in this book are to a very high standard and for the modeller clearly show the wide range of weathering that afflicted F-104s. If you have any interest in the Starfighter or the aircraft of the Italian AF this is a recommended addition to your book collection.

DF

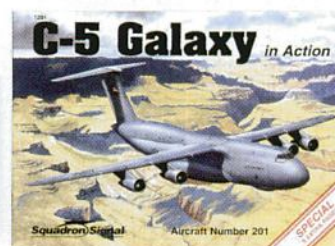
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## C-5 Galaxy in Action

### TECHNICAL DATA

by Richard Lippincott Price: £9.70  
ISBN: 0-8974750-4-6  
Publisher: Squadron/Signal  
Format: A4 landscape, softback, 58pp

Not an in-depth guide to the Galaxy, but as the title implies it is an 'In Action' rather than 'In Detail' book. This is a fascinating look into the lifetime of one of the world's largest aircraft and its operational history, and features evocative photographs through which the overriding impression is one of awe at the sheer size of this machine. The



book traces the 'Fat Albert's' history through nearly 40 years of hard service, and is an absolute must for anyone attempting to model the aircraft. Now all we need are some kits! How about it in 1/24, Heritage? GH

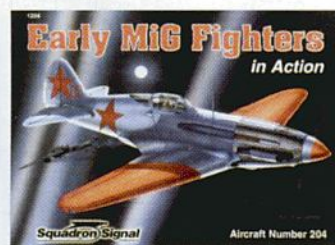
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## Early MiG Fighters in Action

### TECHNICAL DATA

by Hans-Heiri Stapfer Price: £9.70  
ISBN: 0-8974750-7-0  
Publisher: Squadron/Signal  
Format: A4 landscape, softback, 50pp

Following the usual format of Squadron's excellent paperbacks, this publication's slim appearance belies the wealth of data, anecdote and imagery contained within. Squadron's book covers the early fighters from the Great Patriotic War, but carries on into the jet age with some fascinating pages devoted to post-war Soviet development of aircraft drawing



on captured technology. Period photographs support the story and the reader is left both entertained and informed

Martin Loach

SAMI

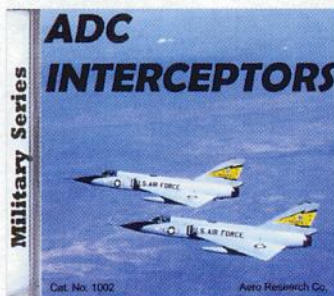
## ADC Interceptors CD-ROM

### CD-ROM: TECHNICAL DATA

Published by Aero Research Co  
Price: US\$11.95 plus \$4 post and packing to UK

This second disc from Aero Research covering the interceptors of the USAF's Air Defense Command from the 1950s through to the late 1980s contains over 170 colour photographs, many published here for the first time. They vary in style and quality from snapshots of gate guardians and aircraft on the flightline to posed air-to-air photographs.

But what makes it so interesting is the wide variety of attractive schemes applied to familiar and some not so familiar aircraft types. Of course we have large numbers of F-4 Phantoms and F-102 Delta Daggers and F-106 Delta Darts, but most interesting to me were photographs of F-89 Scorpions, F-86D/L Sabres and F-94 Starfires — all types that are available in model form but are rarely seen on the tables at shows. This is a big surprise when you see the colourful and extensive unit markings applied over their predominantly natural metal finishes. Who wants to build yet another WWII Mustang when you can have a 1950s



Scorpion dominating your workbench? Captions to the photographs are minimal, comprising type, serial number and squadron, but as they say a picture is worth a thousand words.

Aero Research's future releases next CDs will cover a personal favourite of mine — *Fire Tankers* — followed by *USN and Marine Skyhawks* and *Reno Racers*.

At present Aero Research are working on a website but until this is up and running contact them at 6468 Valley Wood Drive, Reno, Nevada NV 89523-1265, tel: (775) 746-8615 email aeromodel@aol.com Payment can be made via credit cards or PayPal.

DF

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## Dornier Do 335 Pfeil (Arrow)

The Luftwaffe's Fastest Piston-Engine Fighter

### TECHNICAL DATA

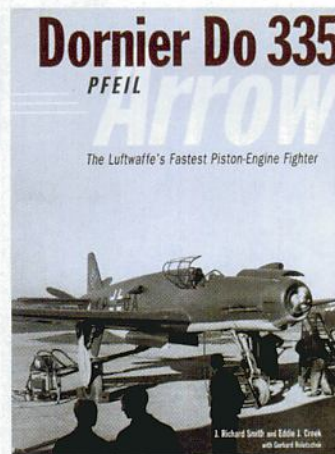
by Richard Smith and Eddie Creek Price: £29.99  
ISBN 1-903223-67-9  
Publisher: Classic Publications

This is the thirteenth in the *Classics* series detailing the development and potential of the aircraft that just failed to see Luftwaffe service before the end of WWII.

It starts with a chapter devoted to Dornier's early days of flying boats and bombers, including the infamous Do 17 'Flying Pencil'. The next and largest chapter covers the development of the Do 335 and includes details of all 58 aircraft that were completed or almost completed before war's end. There follow details and plans of proposed developments, including aircraft with jet engines in the rear position and — my favourite — the long range *Zwilling* version.

Post-war use of Do 335s by the Allies is covered, and includes photographs of aircraft in US, UK and French markings, before finishing with a section detailing the only surviving Do 335 from its dilapidated condition in the early 1970s to its superb restoration by the post-war Dornier company and its current status as one of the jewels in the US National Air & Space Museum's *100 years of Flight* display.

The final two chapters are most valuable for modellers, being devoted to



the camouflage schemes and paints used on the *Pfeil*, and the final section which 'goes under the skin', with many photographs of fuselage construction and engine installation.

Appendices include a facsimile of the original RLM handbook and a nice set of scale plans for the major Do 335 variants.

For any modeller interested in the revolutionary types that were being developed for the Luftwaffe towards the end of the war this is another 'must have' book from Classic, and will supply all you need to make a real stunning model.

DF

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# Letter of the Month Competition

Revell UK are offering a monthly prize for Readers' Letter of the Month.



Congratulations to this month's winner of the Revell 'Letter of the Month Competition'. Mr Slater receives a selection of paints from the new Revell Aqua Color range.

## Thunderscreech fastest?

### LETTER OF THE MONTH

**A**lthough Stephan Wilkinson's 'Thunderscreech' article appeared some months ago (SAMI, August 2006) I hope to pass on a perspective from someone in the propulsion business who has been working in this field for over 35 years, 15 of them in what we call air-breathing propulsion — designing and installing turboprops, turbojets and turbofans in military and commercial airplanes.

I got into this business because I started building model airplanes when I was very young and have continued since that time. I like to see technical data with the models that are being discussed, but the Thunderscreech article had some information that is not correct from my experience in the business.

The F-84H probably never made its design speeds. The primary problem

of computerised gear-cutting. It is not likely that the F-84H made its design maximum performance levels, because noise and gearbox problems kept it from exploring its potential flight envelope before the program was cancelled, so I think it is fair for Collect-Aire to say it was 'The world's fastest prop-driven airplane'. The design maximum speed for the F-84H was something like 670 mph. Depending on model, the Tu-95's max speed is something like 559 mph, but its patrol speed is much slower, around 438 mph and most of the time much slower than that. This is the speed at which the intercept pictures taken by UK and US fighter crews were taken, and during these encounters the Tu-95's propeller tips were never supersonic — the cause of the noise problems of the F-84H during ground running. Propeller designers avoid supersonic flow conditions on their propellers as much



An-70 prop

case with the Tu-95, but not at cruise speed. The growling noise that characterised the Tu-95 was the result of 'beats', an acoustic phenomenon that occurs when multiple noise sources with similar frequency but different phases are operation close to each other. The result is that there are times when the noise level is magnified when the sources are in phase and almost cancelled out when the noise sources are out of phase. With the four engines and eight propellers running at near the same frequency, but at slightly different phases the noise level changes because of the beats would produce a very pronounced growling sound.

The Thunderscreech's problem did show up in the unducted turbofan, engines that were experimented with in commercial airplanes a few years ago. The blade tips on their propellers are swept in the same manner as swept wings to provide better supersonic performance. And I am told produce some of the same noise problems on the ground. The Antonov An-70 is the only airplane I know that is still using this installation. It would be interesting to know if they are having any problems with high noise levels for people working around that airplane.

**Carl Slater**  
Seattle, Washington, USA via email



Thunderscreech

was with the state-of-the-art of gearbox technology during the late 1940s and early 1950s. Making gears that mesh at high enough levels of tolerance to allow their use in the high-speed gearboxes for long periods of time is very difficult, and was not practical until the development

as possible. The speed of air over the propeller blade surface varies from a relatively low speed at the hub to the highest speed at the tip. During take-off, when the maximum power is applied, the tip on many large propellers is close to or exceeds Mach 1. This could be the

## Last word on those Sea Hornet props

I noticed that there has been more than a little fuss over my 'Sea Hornet's propellers on the wrong side' error ('Feedback' November 2006) so in my defence I thought a small explanation was in order. It's simple really: I build my models at a desk in a small study that is too small to take photographs in, so I transport them to the spare bedroom for pictures. To avoid damage I make the propeller assembly removable. Thus, while the Hornet's props were the correct way round on the bench, I managed to transpose them when replacing them for photography. So, propeller spotters, you can sleep at night



secure in the knowledge that my Sea Hornet's propellers are back on their correct sides!

**Colin Pickett**  
via email

## Rumours, whispers, trials & tribulations

I just wanted to say how much I enjoy your magazine, the variety of articles, reviews and contributors, but especially the emphasis on fun and humour. Rumours of Gannets, whispers of Wyverns, and the trials and tribulations of your reviewers, especially Angus McDonald and his Lancaster and York ordeals.

On behalf of those of us who aspire to but don't always succeed in our efforts, it's great fun to read that we aren't the only ones!

**Matt Dubberke**  
Iowa City, Iowa, USA

### Send Your Letters To...

Please send your comments, questions and feedback to the editorial address, clearly marked 'Feedback'.

### Readers' Feedback

The views expressed in this column are not necessarily those of SAM Publications. Readers' address details must be supplied but we will only publish them if the letter is considered to be a request for assistance or further correspondence from the readership.

This page will be used to publish letters we receive from the readership that relate to articles previously published in this magazine. These letters will add to, update or revise such articles.



# WARRIORS

## New Releases

**Me262B-1a**



Me262B-1a 10/NJG 11, Germany 1945 ~ 1st Me262B-1a w/ Nose Radar. Development of the world's first jet-powered aircraft actually began as early as 1938 in Germany, culminating in the advanced Me262 fighter.

Scale 1:72. P/N DR50267

**Fw190A-8 'Black 13'**



Fw190A-8 "Black 13" JG-3, Eastern Front 1944 ~ Major Walter Dahl. The Fw 190 A-8 entered production in February of 1944. The A-8 was equipped with a new wooden propeller easily identified by its wide paddle-shaped blades, and a new canopy design similar to the "bubble" canopies. Scale 1:72. P/N DR50269

**Me109G-6 'White 10'**



Me109G-6 "White 10" J.Gr.50 ~ Alfred Grislawski. Alfred Grislawski became one of the Luftwaffe's leading aces of WWII and was credited with 133 victories by the end of the war. Scale 1:72. P/N DR50275

**JP-47D 'Dallas Blonde'**



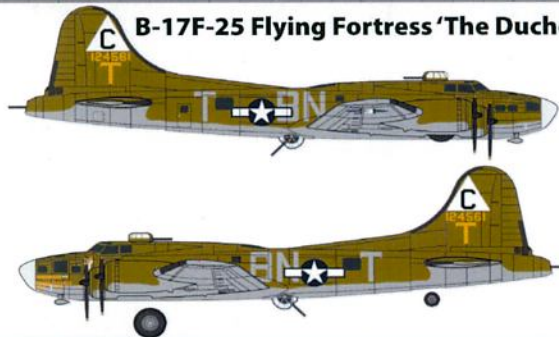
JP-47D "Dallas Blonde", 319th FS 325th FG, "White 81" ~ Lt. Don Kearns. "Dallas Blonde" has the unique checkerboard livery on the engine cowling flaps and tail, plus the "Dallas Girl" artwork. Scale 1:72. P/N DR50274

**F4U-1D Corsair 'White Arrow'**



F4U-1D Corsair "White Arrow" #107, VF-84 The Wolf Gang, USS Bunker Hill. This detailed Corsair carries the markings of an aircraft from the U.S. Navy's VF-84 operating from the USS Bunker Hill carrier. Its markings include a large white arrow on the tail, and a yellow cowling. Scale 1:72. P/N DR50128

**B-17F-25 Flying Fortress 'The Duchess'**



B-17F-25 Flying Fortress "The Duchess" 358th BS, 1944 ~ 1st B-17 in Dragon Warbirds. This B-17F-25 model is christened "The Duchess", as flown by the 358th Bomb Squadron of the USAF in 1944. Scale 1:144. P/N DR51003



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04387 Focke Wulf FW 200 C-5/C-8 Condor, 1:72

# Scourge of the Atlantic

## The Focke-Wulf Fw 200

The Focke-Wulf Fw 200 Condor was one of the world's first modern long range aircraft, causing Winston Churchill to nick name it the "Scourge of the Atlantic".

From 1942 the Fw 200 C-4 was built in large numbers and was used as a long range reconnaissance plane and as a bomber, targeting convoy shipping. One of its main tasks was to relay target information to

German U-boat packs. Most Fw 200's were equipped with Type FuG 200 'Hohentwiel' shipping radar as characterised by the nose antennae. Later versions carried the Hs 293 guided bomb, which was remotely controlled and delivered a 500kg explosive payload to its target at around 800km/h.

The Condor was also used as a transport aircraft which was designated Fw 200 C-5/FK.

The C-8 series was the last version to be produced between the autumn of 1943 and the beginning of 1944. In total some 275 Fw 200's in different versions were built.

For more information on this brand new 1:72 model kit as well as the complete range of Revell products log on to [www.revell.eu](http://www.revell.eu)



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